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25879

University of California.

GIFT OF

Gen. M. S. Rosecrans

1854

DOCUMENTS  
DEPT.



25879

University of California.

GIFT OF

Gen. W. S. Rosecrans

1854

DOCUMENTS  
DEPT.











**R E P O R T**  
**OF THE**  
**POSTMASTER-GENERAL**

**OF THE**  
**UNITED STATES;**

**BEING PART OF**  
**THE MESSAGE AND DOCUMENTS**

**COMMUNICATED TO THE**  
**TWO HOUSES OF CONGRESS**

**AT THE**  
**BEGINNING OF THE SECOND SESSION OF THE FORTY-SEVENTH CONGRESS.**



**WASHINGTON:**  
**GOVERNMENT PRINTING OFFICE.**  
**1882.**

11-13-53  
11-13-53  
DOCUMENTS  
DEPT.

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REPORT  
OF  
THE POSTMASTER-GENERAL.

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POST-OFFICE DEPARTMENT,

*Washington, D. C., November 18, 1882.*

SIR: I have the honor to submit herewith a report of the operations of this department for the fiscal year which ended on the 30th of June, 1882:

FINANCIAL STATEMENT.

The total disbursements for postal service during the year were.....	\$40,482,021 23
The ordinary receipts were.....	41,515,642 80
The receipts from money orders were .....	360,767 35
Total .....	41,876,410 15
Excess of receipts over expenditures was .....	1,394,388 92

For the first time in thirty-one years the postal service is not a burden upon the Treasury.

In order to determine the real cost of the postal service for the past year, three important modifications of the foregoing figures should be made:

First. There should be deducted from the total disbursements the sum of \$442,386.48; which, though paid out during the last year, was for service rendered during previous years, and was an outstanding liability on the 30th of June, 1881.

Second. There should be added the sum of \$328,550 46, estimated to be due for service rendered during the last year, and which was an outstanding liability on the 30th of June last.

Third. There should also be added the sum of \$1,178,174.05, earned by certain railway companies for transportation of the mails between the Missouri River and the Pacific. The earnings of those companies are not paid by the Post-Office Department; but, pursuant to the act of March 3, 1879, are passed to the credit of the several companies upon the books of the Treasury, and, therefore, have not been heretofore computed with the annual statement of disbursements. The account thus stated shows an excess of earnings of but \$330,050.89.

During the fiscal year which ended June 30, 1881, the expenditures for the postal service were \$39,251,736.46. The total revenues were \$36,785,397.97. The deficiency was \$2,466,338.49. In 1860 the deficiency was more than \$10,000,000.



Some part of this great improvement is due to the wonderful growth and prosperity of the country; but a larger part is due to the improved methods in the administration of the service.

During the fiscal year which ended June 30, 1877, the revenues were \$27,531,585.26. The expenditures were \$33,486,322.44.

The following table shows how steadily the revenues have increased year by year since that time:

1877 the postal revenues were.....	\$27, 531, 585 26
1878 the postal revenues were.....	29, 277, 516 95
1879 the postal revenues were.....	30, 041, 982 88
1880 the postal revenues were.....	33, 315, 479 34
1881 the postal revenues were.....	36, 785, 397 97
1882 the postal revenues were.....	41, 876, 410 15

Happily the expenditures have not kept pace with these earnings. It would seem to be quite as easy to expend \$1.20 now to earn \$1 as it was in 1877. In one respect it would seem more natural to do so. The revenues are gathered from a broader field now than they were in 1877. The new territory is the most barren, and yields the most meager returns.

The heaviest item of expenditure is for the transportation of mails on railways. The next heaviest is that for the pay of postmasters. These two items do, and under existing laws must, swell with the volume of business, since the rate of compensation is proportioned to the amount of business done.

The expenditure next in rank is that for what is known as

STAR SERVICE.

That includes all mail transportation not on railways nor on steamboats. The amount and cost of that service is left almost wholly to the arbitrary control of the department.

The following table exhibits in parallel columns the number of miles of such transportation furnished annually, and the cost for each year since 1876:

Year.	Annual miles of transportation.	Cost.
1877.....	57, 956, 303	\$5, 663, 970
1878.....	61, 435, 642	5, 714, 943
1879.....	69, 124, 839	6, 401, 830
1880.....	76, 070, 945	7, 321, 499
1881.....	79, 557, 296	8, 957, 355
1882.....	76, 924, 867	5, 553, 849

The estimates for 1884 promise financial results still more flattering than those realized during the last fiscal year. Those estimates are as follows:

ESTIMATES FOR 1884.

Ordinary revenues.....	\$50, 233, 927 78
From money orders (net revenue) .....	436, 528 49
Total estimated revenue.....	50, 670, 456 27
Total expenditures estimated.....	46, 741, 111 25
Estimated excess of revenue .....	3, 929, 345 02

In the appendix to this report, on pages 7-16, will be found the estimates submitted by the First Assistant Postmaster-General of the appropriations required for the use of his office for the next fiscal year, together with his explanation of the same.

The estimate for the

#### COMPENSATION OF POSTMASTERS

is largely in excess of the sum appropriated or asked for the same purpose during the current year. The reason assigned for that is that the sum appropriated for the current year is wholly inadequate. That is obvious. The sum was not equal to the compensation of postmasters for the past year. Of course it is yet more unequal to the pay of the postmasters for the current year, and still more inadequate to their pay for the next year.

Another reason quite as cogent may be stated: Whatever may be the sum put into the annual appropriation bills for the pay of postmasters, the fact remains that under existing laws that expenditure is not restricted by such bills. The pay of postmasters is limited, not by appropriation bills, but by fixed statutes; and to the extent of their legal compensation, the gross revenues of the postal service are not only appropriated but hypothecated to their payment.

Appropriations are necessary to get money out of the Treasury, but the salaries of postmasters never get into the Treasury. Postmasters collect the postal revenues, and they are authorized by law to deduct from the moneys in their hands their legal compensation. They account to the Treasury for the excess only. If not a dollar is appropriated in the annual bill, postmasters will receive their salaries all the same.

It seems hardly practicable, therefore, to effect much in the interest of economy by appropriating \$8,000,000 to pay postmasters, while we place \$40,000,000 in their hands out of which they may help themselves to the full extent of their legal dues.

From the report of the First Assistant Postmaster-General the following statistics are gleaned, which afford a partial view of the work performed under the direction of that officer:

#### POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

Number of post-offices established during the year .....	3, 166
Number discontinued.....	1, 447
Increase .....	1, 719
Number in operation June 30, 1881.....	44, 512
Number in operation June 30, 1882 .....	46, 231
Number filled under appointment by the President .....	1, 951
Number filled under appointment by the Postmaster-General .....	44, 280

#### Appointments were made during the year—

On resignations and commissions expired.....	7, 346
On removals .....	1, 021
On changes of names and sites .....	349
On deaths of postmasters .....	461
On establishment of new post-offices .....	3, 166
Total appointments.....	12, 343
Number of cases acted upon during the year was.....	14, 240

## EMPLOYÉS IN THE POSTAL SERVICE.

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, railway post-office clerks, route-agents, and other officers in the service June 30, 1881, and June 30, 1882:

Officers and employés.	June 30, 1881.	June 30, 1882.
<b>DEPARTMENTAL OFFICERS AND EMPLOYÉS.</b>		
Postmaster-General .....	1	1
Assistant Postmasters-General .....	3	3
Superintendent of money-order system .....	1	1
Superintendent of foreign mails .....	1	1
Superintendent of railway adjustment .....	1	1
Chief clerk of the Postmaster-General .....	1	1
Chiefs of divisions .....	5	4
Topographer for Post-Office Department .....	1	1
Disbursing officer and superintendent of building .....	1	1
Law clerk .....	1	1
Stenographer .....	1	1
Appointment clerk .....	1	1
Superintendent of blank agency .....	1	1
Chief clerks of bureaus .....	5	5
Clerks, messengers, watchmen, &c .....	472	498
	496	521
<b>POSTMASTERS AND OTHER OFFICERS AND AGENTS.</b>		
Postmasters .....	44,512	46,231
Contractors .....	5,156	5,156
Clerks in post-offices .....	5,200	7,100
Letter-carriers .....	2,861	3,115
Railway post-office clerks .....	1,293	1,517
Route-agents .....	1,386	1,557
Mail-route messengers .....	322	334
Local agents .....	176	162
Post-office inspectors and railway-mail-service superintendents .....	77	84
	61,479	65,777

## THE FREE-DELIVERY SYSTEM.

This system was in operation during the year in 112 of the principal cities of the country, and employed 3,115 carriers. The regular appropriation for this service was \$2,600,000; to which was added, by special appropriation, \$25,000 to meet an anticipated deficiency; making a total appropriation of \$2,625,000, an increase of \$125,000 over that of the previous year. The total cost of the service was \$2,623,262.74, leaving an unexpended balance of \$1,737.26. The increase of the cost of the service over that of the preceding year was \$123,351.20. This was owing principally to the appointment of additional carriers in cities where the service was already in operation, only three new cities having been added to the list during the year, viz, Augusta, Me.; Burlington, Vt., and Concord, N. H.

## POSTAGE ON LOCAL MATTER.

The postage on local matter at the several free-delivery offices amounted to \$3,816,576.09; an increase over that of the preceding year of \$542,945.70; and also over the total cost of the service of \$1,193,316.45. This increase in postage on local matter was 16.50 per cent., while the increase in the cost of service was 4.93 per cent.

The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

This decrease was owing to the appointment of additional carriers (auxiliaries) at \$400 per annum, the appropriation being insufficient to employ carriers at a higher salary.

*Aggregate result of free-delivery service for the fiscal year ended June 30, 1882.*

Statistics of free delivery.	Total.	Increase over last year.	Per cent. of increase.
Number of offices .....	112	3	2.79
Number of carriers .....	3,115	24	8.88
Mail letters delivered .....	298,266,739	35,841,071	13.06
Mail postal-cards delivered .....	71,441,742	11,513,183	19.20
Local letters delivered .....	90,002,317	13,260,109	17.29
Local postal-cards delivered .....	50,923,724	7,023,566	16.04
Registered letters delivered .....	2,552,894	426,585	20.06
Newspapers, &c., delivered .....	160,794,706	14,377,592	9.82
Letters collected .....	808,352,819	23,992,874	8.28
Postal-cards collected .....	99,421,132	13,628,007	15.88
Newspapers collected .....	61,722,814	7,617,338	14.14
Whole number of pieces handled .....	1,143,518,887	127,321,325	12.53
Pieces handled per carrier .....	367,435	11,519	8.23
Total cost of service, including pay of post-office inspectors ..	\$2,623,262.74	\$123,351.20	4.93
Average cost per piece in mills .....	2.3	10.1	10.4
Average cost per carrier* .....	\$835.75	\$37.79	14.32
Amount of postage on local matter .....	\$3,816,576.09	\$542,945.70	16.58
Excess of postage on local matter over the total cost of service ..	\$1,193,313.35	\$119,594.50	54.23

\* Based on the aggregate (\$2,617,574.56) paid carriers, including incidental expenses at the several offices, less \$5,688.18 paid post-office inspectors.  
† Decrease.  
‡ Increase.

[For detailed statement of the operations of the service during the year, see table C, page 42.]

BIENNIAL ADJUSTMENT OF SALARIES OF POSTMASTERS.

During this year the regular biennial adjustment of 2,012 presidential postmasters' salaries was made; an increase of 248, or 14 per cent., as compared with the previous adjustment.

The returns, coming from all parts of the Union, show a very gratifying and general increase of business; and the sum necessary to pay the increased salaries of postmasters, including 335 special adjustments, amounts to \$563,400, or 18.14 per cent. more than last year.

BOX RENTS.

A system of recording the number of boxes rented at the first and second class offices has been inaugurated since the beginning of the present fiscal year. Heretofore the matter of renting boxes has been treated by postmasters with less importance than in my judgment it deserves. Under the present system, furnishing a receipt to each person who rents a box, a duplicate of which is kept by the postmaster as a stub in the book supplied for that purpose, a better service has been secured in this branch of the postal business.

## LEASES.

Special attention of late having been given to securing suitable accommodations for the post-offices whose class entitles them to proper consideration, it is gratifying to state that, at many offices where the business has heretofore been conducted in buildings unsuitable, by reason of defective facilities, improper location, &c., suitable premises now have been secured, under leases, including in many instances complete outfits of boxes, furniture, fixtures, &c., at what are regarded as reasonable rentals.

## ADDITIONAL FACILITIES FOR FOURTH-CLASS POST-OFFICES.

Provision having been made by Congress for supplying all post-offices, the gross receipts of which are less than fifty dollars per annum, with letter-balances, marking-stamps, ink, and pads, it is expected that more than 7,000 offices will be thus supplied during the present fiscal year; thereby enabling the postmasters at these offices to make up and dispatch mails with more accuracy and a greater saving to the government in the matter of cancellation of stamps.

I quite concur in the recommendation of the First Assistant Postmaster-General for the reformation and augmentation of that division of the service known as the Blank Agency.

## REORGANIZATION OF THE BUREAU OF THE FIRST ASSISTANT POSTMASTER GENERAL.

Still more cordially do I recommend the suggestions of that officer as to the general reorganization of his office. Briefly stated, his argument is, that whenever a given amount of work is to be done it is wiser to employ the requisite force, place it under the control of one man, and hold him singly responsible for doing the work, than to divide the responsibility equally among the individual members of the corps.

The soundness of that argument is approved by reason; it is attested by the general practice of the government, and by the uniform observance of all great private enterprises.

## PURCHASE OF STATIONERY.

I do not doubt that a substantial saving of expenditure would follow the adoption of the First Assistant Postmaster-General's suggestion, that all stationery to be used in first and second class offices should be purchased by his office and issued upon requisition, instead of being purchased as now by the several postmasters, and having their purchases audited in his office. Stationery required for the money-order business is now, in fact, purchased by the superintendent of that service, and issued to the several postmasters. It does not seem quite logical to employ two different methods for supplying the same office with a single article.

## SALARIES OF AND ALLOWANCES TO POSTMASTERS.

The very able report of the First Assistant Postmaster-General calls attention to the great difficulty experienced in adjusting salaries to postmasters of the first three classes, and in making allowances for office expenses to those of the first two classes.

He does not exaggerate those difficulties. It may well be doubted if he could exaggerate them. It would be easy to frame a law more unjust than that under which the salaries of postmasters are now settled, but it is quite unnecessary to do so—the existing law is sufficiently unjust. But necessity herself, though admitted to be the mother of invention, could not invent a more cumbrous or complex method of adjusting salaries. Postmasters at the smallest offices are paid alike. Their pay is apportioned in part upon the revenues of their offices, and in part according to the labor performed in them. So far as revenue is derived from the rent of boxes, postmasters take the whole. So far as it is derived from the sale of “waste paper, dead newspapers, printed matter, and twine,” they receive 60 per cent. So far as it is derived from the sale of money orders, they receive one-third. So far as it is derived from the sale of stamps, envelopes, and postal cards, they receive nothing. They may sell thousands in value, but they get no share of the proceeds. If, however, they cancel a stamp on matter mailed at their offices, no matter where the stamp is sold, they get 60 per cent. of its value. If they pay a money order they receive a quarter of one per cent. of its amount.

This rule is sufficiently cumbrous, but sufficiently equal. Postmasters continue to be so paid until their sales and cancellations, exclusive of money orders, reach \$400 per year. At that point a new rule is introduced. They still get the whole of the box rents, they still get the same commission on the sale and payment of money orders; but, upon the proceeds from the sale of waste paper, dead newspapers, printed matter, and twine, and upon the cancellation of stamps, they get 50 per cent. instead of 60, on the excess over \$400.

This new rule controls until such sales and cancellations, exclusive of money orders, reach \$1,200 a year. Then a new rule obtains. It is difficult to see why, but thereafter, on the surplus received from the sales of waste paper, dead newspapers, printed matter, and twine, the postmaster receives not 60 per cent., nor 50 per cent., but 40 per cent., and the same percentage on the value of stamps canceled.

When, however, the box rents and these various commissions, exclusive of the money-order business, shall aggregate \$1,000, the office is advanced from the fourth to the third class. Then there is a new and most curious rule for compensation. Then the postmaster receives a salary in lieu of the box rents and commissions before assigned to him.

To determine the amount of the salary in a given case, a fund is set apart. That fund is composed of all the box rents, if the postmaster owns the boxes and the rents do not exceed \$1,350 per annum. It is



composed of two-thirds of the box rents, if the government owns the boxes and the rents do not exceed \$1,000. To those sums, respectively, is added commissions on all other postal revenues of the office in different proportions, to wit, 60 per cent. on the first \$400, 50 per cent. on the next \$800, 40 per cent. on the next \$1,600, and 30 per cent. on the excess until the commissions amount to \$1,350.

That sum, so curiously compounded, does not constitute the salary of the postmaster, but out of it is dipped, so to speak, as many even hundreds of dollars as can be found. That is the salary for all postmasters, unless the gross revenues exceed \$4,000 per annum. When the revenues exceed \$4,000, the postmaster receives a percentage on the excess. That percentage constantly varies. It is one per cent. on all sums between \$4,000 and \$10,000. So often as the revenues double, the percentage is reduced one-tenth of 1 per cent. until the revenues reach the aggregate of \$1,200,000. On all revenues above that maximum the postmaster receives one-tenth of 1 per cent.; and still, when a salary reaches \$4,000, all these streams are turned off, except in the single case of the office at New York. There they continue to flow until the salary is swollen to \$8,000.

But these minute differences in the rate of compensation, which pervade all classes and distinguish one office from another in each class, are all dwarfed by that broad and fundamental difference which distinguishes the two highest from the two lowest classes.

The compensation of a postmaster in the third and fourth class is the equivalent allowed by law for administering his office. Every postmaster receiving less than \$2,000 per annum finds his own office, furnishes, warms, and lights it, does his own work, and buys his own stationery. But the moment his salary reaches \$2,000 the whole condition is changed. Then the office may be and usually is provided by the government; is furnished, warmed, and lighted by the government. His stationery and his clerks are paid for by the government. In possible, if not in actual cases, the salary is a mere sinecure, for which no service is rendered beyond signing official papers. Provision for these expenses, as is well known, is made by annual appropriations. The sums appropriated to these uses for the current year are as follows:

Clerks in post-offices.....	\$4, 385, 000
Rent, fuel, and light.....	450, 000
Office furniture.....	20, 000
Stationery.....	55, 000

These large sums are distributed among the different post-offices entitled thereto, by a series of orders, allotting so much to one and so much to another. In theory these orders are made by the First Assistant Postmaster General; in practice they are made by a fourth-class clerk in the office of the First Assistant. No matter by whom made, this distribution will not be well made. Finite intelligence could not make a wise and just allotment of such a fund; infinite intelligence cannot be obtained for fourth-class clerks.



Postmasters are eager for large allowances. The most importunate are apt to be best served. They ask earliest and oftenest. They employ every kind of entreaty, and offer every sort of influence, personal and political. The clerk must act upon such a case as the postmaster presents. He has no means of rebutting it. It is not surprising, therefore, that the recent investigation by the First Assistant Postmaster-General resulted in a reduction at eight offices, amounting in the aggregate to \$54,530. It is not to be doubted that a broader inquiry would result in still larger reductions.

The following table will serve to illustrate some of the inequalities in such allowances:

List of eighteen of the principal post-offices, showing the revenue, salary, and allowances, and the relative cost of the postal service thereat.

Office.	Salary.	Allowances.						Gross receipts (four quarters ended March 31, 1882).	Per cent. of gross receipts allowed for clerk hire.
		Rent.	Fuel.	Light.	Clerks.	Stationery.	Miscellaneous.		
Denver, Colo .....	\$3,200	\$2,500	\$270	\$315	\$21,124	\$237 10	\$708 65	\$137,489	15.4
Leadville, Colo .....	2,700	2,000	500	500	17,700	122 31	130 25	45,854	26.2
Galveston, Tex .....	3,000	(*)	(*)	(*)	11,500	182 55	187 40	75,092	15.8
Houston, Tex .....	3,000	900	75	400	9,100	79 80	161 01	41,604	21.7
Saint Louis, Mo .....	4,000	768	90	157	144,200	2,061 60	1,516 76	750,013	19.2
Kansas City, Mo .....	3,300	3,000	425	148	21,400	312 06	746 39	102,502	13.2
Minneapolis, Minn .....	3,100	3,600	(:)	(:)	18,244	354 95	64 47	118,728	15.4
Saint Paul, Minn .....	3,200	(*)	(*)	(*)	20,000	164 47	89 17	139,126	14.4
Peoria, Ill .....	3,000	1,500	270	360	6,500	219 65	92 30	65,937	10.0
Quincy, Ill .....	3,000	1,800	113	200	5,500	53 65	124 66	40,491	18.6
Fall River, Mass .....	3,000	(*)	(*)	(*)	4,000	48 00	50 25	29,440	13.6
Lowell, Mass .....	3,000	2,000	72	198	5,700	.....	.....	64,045	9.0
Brooklyn, N. Y .....	4,000	7,300	270	1,103	50,964	724 93	1,336 69	279,409	18.2
Buffalo, N. Y .....	3,700	.....	.....	.....	30,500	298 21	250 96	260,898	11.6
Atlanta, Ga .....	3,000	(*)	(*)	(*)	12,300	353 15	60 28	92,024	13.8
Savannah, Ga .....	3,000	2,500	70	392	9,600	203 33	274 60	63,905	15.0
Boston, Mass .....	4,000	.....	698	2,016	254,550	5,109 89	7,480 19	1,371,419	19.9
Philadelphia, Pa .....	4,000	.....	229	436	241,735	3,549 90	5,909 37	1,450,145	16.6
Average per cent .....	.....	.....	.....	.....	.....	.....	.....	.....	15.59

\* Government building. ; Heating included.

In that list of eighteen offices the expenditure for clerk hire varies from 9 to 26.2 per cent. of the gross revenues. There is a difference of 3.6 per cent. between two offices in Illinois, of 4.6 per cent. between two in Massachusetts, of 6 per cent. between two in Missouri, of 6.4 per cent. between two in Texas, of 6.6 per cent. between two in New York, and of 10.8 per cent. between two offices in Colorado.

If the office at Boston could be administered by the expenditure of the same percentage of gross revenues for clerk hire which is spent at Philadelphia, it would effect a saving of \$45,256.82 at that office. If both offices could be administered for the average expenditure made at the whole eighteen, the saving would be nearly \$73,500. If the whole eighteen offices could be administered by the expenditure of 9 per cent. of the gross revenue for clerks, which is the cost at Lowell, the saving would be very great.

I cannot help thinking it wholly practicable greatly to simplify and equalize these disbursements. In the first place, I do not think an allowance for office rent should be made to the postmaster in any case. Such an allowance holds out a double temptation to the postmaster: He is tempted to get large allowances from the department, and to supply cheap accommodations to the public.

It will be my purpose to rent, as early as practicable, every building required for first and second class offices which the government does not own. There are now 587 offices belonging to those two classes. Eighty-eight belong to the government; 269 are leased to the government; and 230 are supplied by postmasters, who are in turn compensated by allowances.

Wherever the department rents an office, it will be its fault if a suitable one is not provided, and its fault also if the terms are not as favorable as the place will afford.

Secondly, I think every post-office that is rented by the department should have a suitable equipment of boxes and drawers supplied, not by the postmaster, but by the department or the lessor of the building.

Of 499 buildings now rented, only 149 are equipped with boxes by the department. The charge to patrons for the use of boxes should be reasonable, and should be uniform. At present they are neither. These reforms can be effected without the aid of further legislation. I venture to suggest, however, some reforms much needed, and which, if approved, will require an amendment of existing laws.

The partnership now existing between the government and the postmaster in the use of letter-boxes should be dissolved. Whenever the government owns the boxes, or hires them with the building, the whole of the rental paid by patrons, and not two-thirds of it, belongs to the revenues of the department as much as the postage does. Where, on the contrary, the postmaster supplies the boxes and the government does not, the latter should no more share in the proceeds from their rent than in the rent of any other property belonging to the officer. In all cases, therefore, in adjusting the pay of postmasters, I think box rents should be wholly eliminated from the calculation; and I am strongly inclined to the opinion that the whole system of regulating the compensation of postmasters should be radically changed. I know of but two reasons for paying postmasters at all: One is, he incurs responsibility; and the other, he performs labor. Both the responsibility and the labor are accurately measured by the business transacted at the several offices. The business transacted at each office is measured with sufficient accuracy by its revenues. The two marked exceptions to this rule are the offices at New York and at Washington. The former office should be excepted because of the large amount of foreign mail handled at that office.

The whole number of foreign letters estimated to be received in a single year at Baltimore, Boston, Chicago, Key West, New Orleans, New York, Philadelphia, and San Francisco was 15,809,021. The number of foreign

postal cards was 177,245. The whole number of other articles received from foreign countries, 14,346,748. Of these aggregates, 13,674,102 letters, 139,100 postal cards, and 12,892,218 other articles were treated in the office at New York.

The office at Washington should be excepted, because of the large percentage of matter handled there emanating from Congress or from the departments, and which yields no revenue to the office. It is estimated that not less than 70 per cent. of all the matter mailed at that office emanates from those two sources.

For those two offices special provision must probably be made. But, with the exception of those two offices, it may well be doubted if there is another postmaster in the United States holding a first or second class office who would not be glad to administer it, furnishing his own help, fuel, light, and stationery, for a sum considerably less than the allowances now made for all those purposes added to his salary. If it is worth 60 per cent. to collect the first \$400 of postal revenue at a given office, I do not see why it is not worth the same percentage to collect the second, or any subsequent sum equal in amount. On the contrary, if \$400 can be collected at a cost of 30 per cent. after \$2,000 have been collected at the same office, I do not see why a larger percentage should be paid for collecting the first \$2,000.

If there are offices from which the revenues are so small, that no citizen will be troubled with its duties for a share of its commissions, it may be expedient to release the whole revenue to the postmaster up to a given point; but when that point is reached and the proper retainer is paid and commissions commence, it seems to me that one rate of commissions should be paid to all postmasters who find their own offices. Another and smaller rate should be paid to such as occupy offices rented by the government, but are warmed and lighted by the postmasters; while another and somewhat smaller rate still should be paid to postmasters who occupy public buildings warmed and lighted by the government, with special provisions made for the offices at New York and Washington.

What these several commissions should be could not be safely determined until after a thorough inquiry, prosecuted by a judicious committee, under legislative authority. Once ascertained, I believe many thousands of officeholders, including postmasters and clerks, would be transmuted into laborers. Clerks would be selected more with reference to what they could do behind the cases and less for what they had done at the hustings. Post-offices would more resemble workshops and less almshouses. They would be administered with less cost to the government and more profit to the incumbent.

Such an inquiry I earnestly commend to the consideration of Congress.

#### STAR TRANSPORTATION.

The report of the Second Assistant Postmaster-General gives a clear and comprehensive exhibit of the management of the star service for

the fiscal year just closed. It will be noticed that the broad purpose of providing adequate postal facilities for all communities, without regard to geographical location, is made the first and leading consideration in the arrangement of the service; and to secure that result without an improvident expenditure of means is the second consideration.

The department is clothed with the widest discretion in regard to the amount of service to be performed on star routes. To provide all needed postal facilities, and at the same time to guard against unnecessary expenditure, is a most difficult duty, and one that calls for the exercise of unusual care and patient inquiry. The results given in the report afford gratifying evidence that during the last fiscal year that delicate duty has been very satisfactorily discharged.

The aggregate length of all star routes on the 30th of June, 1882, was 227,621 miles, showing a decrease during the year of 3,678 miles. The aggregate transportation during the year was 76,924,867 miles, being a decrease of 2,632,429 miles. The annual cost was \$5,553,849, being a decrease of \$1,403,506.

#### RAILROAD TRANSPORTATION.

The expansion of the railroad system has been greater during the past year than ever before in any one year. Important connections have been made with California and Mexico.

The aggregate cost of the service is largely increased each year. Such must continue to be the case so long as the rapid expansion of the service shall continue.

The steady growth of this expenditure has provoked much discussion for some time past concerning the rates of pay for carrying the mails on railroads. The subject is most important; and the suggestions of the Second Assistant Postmaster-General, that additional safeguards be thrown around the large annual disbursement for railroad services, and that any change in the laws governing the rate of pay should be made upon ascertained facts, rather than upon opinion, are recommended to the especial notice of Congress.

The aggregate length of all railways over which mails were transported at the close of the last fiscal year was 100,563 miles, showing an increase during the year of 8,994 miles. The aggregate transportation over such roads during the year was 113,995,318 miles, being an increase of 10,474,089 miles. The cost for the year was \$12,753,184, being an increase of \$1,139,816.

Without entering into the transactions of the contract office in detail, an intelligent understanding of its conduct of affairs in the aggregate may be gathered from the fact that the appropriation for all items incident to inland transportation for 1883 is \$26,067,000, while the estimate for the same items for 1884 is \$25,494,120.

It will thus be seen that the entire transportation service, notwithstanding its rapid growth, will be conducted for the next fiscal year for \$572,880 less than the appropriation for the current year.

## RAILWAY MAIL SERVICE.

The report of the General Superintendent of the railway mail service is an interesting exhibit of the magnitude to which that branch of the service has attained.

On the 30th of June, 1882, the railway post-offices numbered 769. They occupied 342 whole cars and 1,462 apartments in cars. These cars ran over roads whose aggregated length was 87,865 miles, and the service performed during the year amounted to 75,741,438 miles.

In the administration of this service 3,570 postal clerks were employed, with salaries aggregating \$3,486,779, which is an average annual salary for each clerk of \$976.68. The average number of miles traversed by the clerks during the year was 38,564. This is a fraction less than two cents and six mills per mile.

Comparing these figures with those of the Second Assistant Postmaster-General, it appears there were at the close of the year 12,698 miles of railway which were not post-office lines, and that 38,253,880 miles of service was performed during the year with express mails and closed pouches.

During the year there were handled by the railway postal clerks 2,155,213,880 letters and postal cards, 1,278,176,630 pieces of other mail matter, being a total of 3,433,390,480 pieces, besides 14,234,310 registered packages, and 570,483 through registered pouches.

This shows an increase over the work of 1881 of 351,239,160 letters, 228,880,250 pieces of other mail matter, and 2,776,028 registered packages and pouches. But, while the work performed during the the last fiscal year was greatly in excess of the work of the previous year, the salaries paid to the clerks averaged \$1.85 less during 1882 than for the year 1881.

In handling this immense number of pieces 902,489 errors were committed, or one error for every 3,805 pieces handled. During the previous year one error was committed in every 3,624 pieces handled. In 1880 one error was committed in every 3,482, and during 1879 one in every 3,469. During the past year 405,706 errors were checked against postmasters, as against 454,349 errors in 1881.

These figures show that, while the administration of the postal service is not yet perfect, there is a constant improvement in the efficiency, both of postmasters and of postal clerks; and, considering that postal clerks perform their work on cars while in rapid motion, that they must themselves work with great celerity, and yet make but one error in every 3,805 pieces handled, it is believed that for accuracy this corps may safely challenge comparison with any other service in this country or elsewhere.

During the past fiscal year 1,027 postal clerks were appointed upon six months' probation. Of that number 208 failed to pass examination, and were dropped from the rolls at the end of the probationary term. During the same year there were 83 casualties, in which three postal clerks lost their lives; 16 were seriously and 20 were slightly wounded.



I concur in the recommendation of the General Superintendent, that the Postmaster-General be authorized by law to pay out of the appropriation for postal clerks, to the widows or guardians of minor children of such clerks as may be killed while on duty, a sum equal to two years' salary of the grade held at the time of the death; and that postal clerks temporarily disabled while on duty be continued on leave with full pay until recovery, not to exceed one year. Such payments, probably, will involve no increased appropriations, as the deductions from pay for failure to perform service and for absence without leave would amount to enough every year to meet these requirements.

Attention is also invited to the recommendation of the superintendent, that a portion of the appropriation for the transportation of mails by railroad may be applied to the purchase of machinery, &c., for printing facing-slips.

The conclusion of the superintendent's report deserves the serious consideration of Congress. It is as follows:

It should not be forgotten that but for the fact that during the past twenty-two years the tenure of office of all postal clerks has been, by the general practice of the Department, permanent during good behaviour, the service could never have attained its present state of efficiency. So long, however, as this general practice remains unsanctioned by positive law compelling it, there is still sufficient uncertainty about the tenure of office to interfere with that entire and perfect confidence that merit and efficiency are certain of reward, if not by immediate promotion, at least by retention in the service, which is necessary to inspire men to devote themselves enthusiastically to the work in which they are engaged.

Were the tenure of office absolutely secure, young men entering the service would devote themselves to it as a life profession, having before their eyes the hope of eventually rising to the position of superintendent, just as the present superintendents have risen step by step from the lowest grade in the service.

That there is a special reason why the railway postal service should be protected by the legislation herein recommended has been recognized for many years by the practice of the Department, but there never was a time before when the public interests would so greatly suffer by the inauguration of a policy which should lead the railway postal clerks to believe that, in any instance or under any circumstances, a good record for the faithful and efficient discharge of their duties would not be sufficient to secure their retention in office during continued good behaviour, because never before has the railway postal service been conducted by men who have made it the sole business of their lives for nearly twenty years to add to its efficiency, and who have learned to meet the wants of the public in postal facilities as fast as such wants arise; and never before have the postal clerks been trained by so many years of experience and study to secure the greatest possible certainty, celerity, and security in forwarding to their destination every letter and other article of mail matter intrusted to their care.

#### FAST MAILS AND SPECIAL FACILITIES.

Among the estimates submitted for the office of the Second Assistant Postmaster-General is an item of \$600,000, to be expended in expediting mails on railways. The same sum was appropriated for the same purpose during the current year.

Touching these items it is proper to say that I have as yet been unable to make any arrangements for fast service out of the existing ap-

appropriation upon terms which seemed reasonable. Certain service which I found in operation is still maintained at the rate of compensation originally agreed upon. This service includes the fast mail between New York and Charleston, South Carolina, New York and Springfield, Massachusetts, and the 4.35 forenoon dispatch from New York via the Hudson River and New York Central. A full account of this service is given in the report of the General Superintendent of the Railway Mail Service, page 231.

By reason of explanations quite freely made by me before the appropriation was made, and by the terms of the appropriation itself, I felt it my duty to employ the fund in organizing a fast mail between New York and San Francisco, and between New England and New Orleans. These are the two great trunk lines which feed the most branches. The appropriation was found inadequate to the end contemplated.

I am not, indeed, able to say what sum would accomplish the object first named. A proposition was submitted for a mail from New York to Chicago; but after mature consideration, the managers of the several roads operating between Chicago and the Missouri River jointly declined to submit any proposition, saying:

On information, obtained from officials of the Department, respecting the largest amount of compensation for such service at the disposal of the Department, we are led to conclude that it is not possible to run the train on the time and under the conditions imposed, without a large deficiency of income to meet the expense of the service.

I am inclined to the opinion that some desirable expedition might have been obtained over the lines between the Missouri and the Pacific, if the law would have permitted me to expend the fund upon those companies. As such was not the case, I have thought it proper to leave the money in the Treasury until Congress shall designate some other direction for its employment.

Besides the financial results noted in the commencement of this report, the following instructive facts are gathered from the report of the Third Assistant Postmaster-General:

#### ISSUE OF POSTAGE STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The issue of postage stamps, stamped envelopes, and postal cards upon requisitions during the year were as follows:

	Number.	Value.
Ordinary adhesive stamps .....	1, 114, 560, 330	\$28, 679, 528 00
Newspaper and periodical stamps .....	2, 214, 893	1, 602, 069 70
Special stamps for collection of postage due .....	11, 375, 310	352, 170 00
Postal cards .....	351, 498, 000	3, 516, 015 00
Stamped envelopes, plain .....	114, 774, 700	2, 994, 868 82
Stamped envelopes, special request .....	100, 704, 250	3, 163, 894 85
Newspaper wrappers .....	41, 086, 500	500, 208 80
Official postage stamps .....	2, 319, 555	139, 991 75
Official stamped envelopes and wrappers .....	2, 037, 500	29, 806 50
Aggregating .....	1, 740, 571, 038	40, 978, 053 42

The number of requisitions filled was 464,710.



A statement of the values of stamps issued during the last fiscal year, compared with the issues of the fiscal year which ended June 30, 1881, will be found in the appendix to this report, pages 360-367.

#### POSTAGE ON SECOND-CLASS MATTER.

The postage collected on second-class matter during the past year amounted to \$1,565,103.28. That is an increase of \$166,054.64 over the collections of the previous year.

Of the total amount realized from second-class matter, 27.19 per cent. was collected at New York; 9.92 per cent. at Chicago; 6.16 per cent. at Boston; 5.43 per cent. at Philadelphia; 4.44 per cent. at Saint Louis; 3.56 per cent. at Cincinnati; 3.28 per cent. at Augusta, Maine; 1.71 per cent. at San Francisco; 1.45 per cent. at Detroit; 1.23 per cent. at Milwaukee; 1.22 per cent. at Louisville; 1.01 per cent. at Pittsburgh; .99 of one per cent at Cleveland; .96 of one per cent. at Saint Paul; .92 of one per cent. at Toledo, and .86 of one per cent. at Baltimore. The remainder was collected at 5,064 other offices scattered throughout the country.

#### REDUCED PRICES OF STAMPED ENVELOPES.

A new contract was made in June last for stamped envelopes. The average reduction in price is nearly 7 per cent. That reduction is the more gratifying, because it follows a reduction of about 20 per cent. made in the last contract over the one which preceded it. Estimating the number of the different kinds of envelopes to be issued under the new contract upon the basis of the number actually issued during the year which ended on the 31st of March last, the aggregate cost will be \$456,197.58. Five bids were received for the manufacture of such envelopes. The cost of the same number and kind under the highest proposal submitted would be \$476,585.40. There was thus only a little more than \$20,000 between the highest and the lowest offer made for a contract, which will amount to something like a half million of dollars.

That fact furnishes plenary proof, both that bidders were equally well informed of the services expected and that the bid accepted, while it was the best offer, was not likely to subject the contractor to a loss.

#### DEAD LETTERS AND PARCELS.

The whole number of pieces of mail matter handled during the year, including a balance of 124,731 letters on hand July 1, 1881, was 4,285,285. That is an increase of about 15 per cent. over the previous year. Of these, 3,288,589 were unclaimed domestic letters; 60,476 were unclaimed domestic packages; 356,287 were letters of foreign origin; 954 were letters for foreign countries containing unmailable articles; 17,313 were foreign parcels containing printed matter, samples, &c., returnable to the countries of origin under special postal arrangements; 275,240 were held for postage; 274,715 were misdirected, and 11,711 bore no superscription whatever.

Of the letters opened 19,989 contained money amounting to \$44,326.65; 24,575 contained drafts, checks, money orders, &c., representing a value of \$1,962,413.73; 90,842 letters and parcels contained merchandise; 52,463 contained postage-stamps; 44,731 contained receipts, paid notes, &c.; 39,242 contained photographs. \$7,657 were taken from dead letters which could not be restored to owners; \$3,739.02 were collected upon insufficiently-paid letters. These two items represent the entire revenue derived from the dead-letter service. More minute details will be found in the report of the Third Assistant Postmaster-General, at pp. 368-373 and tables numbered 10-15.

#### NEW MODE OF TREATING HELD-FOR-POSTAGE MATTER.

An important change in the mode of treating held-for-postage matter was inaugurated on the 1st of July under the provisions of a departmental order dated May 11, 1882.

Formerly, first-class matter deposited in a post-office, on which less than one full rate was paid, and third and fourth class matter not paid in full, were sent to the Dead-Letter Office instead of to the addressees.

The new order directs the postmaster at the office of mailing, to notify the addressee by card, of the existence of the letter and of the deficiency in postage, to the end that, if he chooses, he may remit the postage and have the letter forwarded. This new mode is, for the present, confined to the free-delivery offices.

Reports have been received from 97 of those offices, showing that the total number of pieces finally treated by them during the quarter ended September 30 last, was 71,478, of which 59,711, or nearly 84 per cent., were forwarded to the addressees.

#### REGISTRATION OF LETTERS AND PARCELS.

The whole number of letters and parcels forwarded by registered mail during the year was 9,627,922. The amount of registry fees collected was \$841,497.90. The actual estimated losses (some cases being still under investigation) were unusually few in number, consisting of 726 letters or parcels only, or one out of every 13,262 forwarded.

#### POSTAL MONEY-ORDER SYSTEM.

The report of the Superintendent of the Money-Order System is, as usual, interesting and instructive. I extract from it such facts only as touch upon the growth of the business, and the proposed modifications in that branch of the service.

The money-order offices conducting domestic operations numbered 5,491 at the close of the last fiscal year. The orders issued by the same aggregated in value \$113,400,118.21. The orders paid and repaid aggregated \$113,388,301.90. The fees received from the public amounted to \$1,053,710.55. That was an increase of nearly 9 per cent. over the previous year. The gross revenue from the domestic money-order

business was \$280,341.17. That sum, together with \$80,426.18 derived from international money-order business for the year which ended June 30, 1881, has been paid into the Treasury for the service of the Post-Office Department. After deducting therefrom all the expenses of the money-order service, which were paid during the year from appropriations, there remained a net profit of \$165,030.25.

Allowances for clerk-hire were made during the year, amounting to \$175,548.84. These allowances were to offices where the total compensation of the postmaster from all sources amounted to \$4,000.

At the last session of Congress a bill embodying certain modifications in the money-order system, which were recommended by my predecessor in the last annual report, and which received the approval of the Committee on Post-Offices and Post-Roads, passed the House of Representatives. It did not reach the Senate early enough to secure the consideration of that body.

I respectfully renew the recommendation made in that report with reference to a modified scale of fees for money orders, diminishing the cost thereof, and of the desirability of conferring upon this Department authority to issue, in connection with the present money order, orders of a new form, to be called postal notes, for sums under \$5, and at a fee to the public of three cents.

#### FOREIGN MAILS.

From the report of the superintendent of foreign mails it appears that the total weight of the mails dispatched to Postal Union countries, Canada excepted, during the last fiscal year was 2,203,876 pounds, an increase of weight of 452,353 pounds over that of the preceding year.

Of the correspondence dispatched, 42.6 per cent. of the letters and 44.8 of the printed matter, samples, &c., were sent to Great Britain; 24.5 per cent. of the letters and 18.6 per cent. of the prints, samples, &c., were sent to Germany; 24.3 per cent. of the letters and 19.3 per cent. of the prints, samples, &c., were sent to other countries of Europe, and 8.8 per cent. of letters and 17.3 per cent. of prints, samples, &c., were sent to other union countries and colonies.

The percentage of increase over the weights of the preceding fiscal year was  $21\frac{1}{2}$  per cent. for letter mails, and  $26\frac{7}{8}$  per cent. for prints, samples, &c.

The payment for the transportation of ocean mails, under the general law limiting the compensation to the sea-postages on the mails conveyed, amounted to \$280,163.98, an increase of \$41,014.77 over the cost of the same service during the preceding year. Of this amount, \$233,485.34 was expended for the trans-Atlantic service, \$16,537.38 for the trans-Pacific service, \$30,141.26 for the service to Mexico, the West India Islands, Canada, Newfoundland, and countries and colonies of Central and South America. The increased cost over that of the same service for the fiscal year 1881 was 17.1 per cent. Compared with the

cost of the ocean transportation for the fiscal year 1880, the increase in two years was over 41 per cent.

The republics of Nicaragua and Costa Rica have been recently admitted to the Postal Union, and the only countries and colonies of the world which have organized postal establishments, not embraced in the union, are Bolivia and the British Australasian colonies.

The limits of weight and dimensions for packets of samples of merchandise prescribed by article 5 of the Paris convention, have been extended by special arrangements concluded with Belgium and Switzerland, respectively, so as to admit such packets to circulation in the mails exchanged with those countries, when not exceeding the weight of 12 ounces, and the dimensions of 12 inches in length, 8 inches in width, and 4 inches in depth.

#### TOPOGRAPHER'S OFFICE.

The series of postal maps already published now consists of 26, comprising 65 sheets.

New photolithographed maps of New Mexico and Arizona, of Oregon and Washington, and of the Territories of Montana, Idaho, and Wyoming, and engraved plates of Virginia and West Virginia have been completed; also a new map photolithographed of the Mississippi River has been produced. There are under construction, drawings for new maps of Florida, North Carolina, South Carolina, California, and Nevada.

#### MAIL DEPREDACTIONS.

The force employed in the division of the Chief Post-Office Inspector has been active and efficient during the last year, as will be seen by the report of its chief. The number of cases investigated and reported upon during the year are as follows:

Registered cases.....	5,890
Ordinary cases.....	31,460
Miscellaneous cases.....	4,678

Four hundred and ninety-six arrests were made. Of these 441 were prosecuted in the courts of the United States and 55 in the courts of the several States. Of the former, 193 were convicted and 18 acquitted; 7 escaped, 1 forfeited bail; 40 cases were dismissed, and 182 await trial. Of those prosecuted in the State courts 14 were convicted, 7 acquitted, 2 escaped, 27 await trial, and 5 cases were dismissed.

The disbursements on account of appropriation for post-office inspectors and mail depredations during the fiscal year ended June 30, 1882, salaries and expense allowance of post-office inspectors, attorney's fees, rewards, &c., were \$166,551.25.

There are claims against this fund still unadjusted.

#### NEW MONEY-ORDER OFFICE BUILDING.

By the provisions of the act of March 1, 1881, making appropriations for the service of the Post-Office Department for the fiscal year ending

June 30, 1882, the Postmaster-General was authorized "to take the necessary steps to rent a suitable building, or buildings, for the use of the Money-Order Office of the Post-Office Department, and of the money-order division of the Auditor of the Treasury for the Post-Office Department," provided, "that the annual rental of such building or buildings shall not exceed \$5,000." The Postmaster-General, however, was unable to rent a building of the necessary capacity for the amount of money specified in that act. Wherefore, at its last session Congress passed an act extending the limit of the appropriation for the rent of a building for the money-order service to \$8,000. Upon the passage of this act a number of offers were made of buildings in the neighborhood of the Post-Office Department for the use specified; but upon investigation it was found that the buildings tendered either lacked a sufficient amount of space for the purposes of the Department, or were held at too high a rental value. Finally, an offer was made by Messrs. R. A. Hooe, of Washington, and Robert Beverly, of Virginia, the owners of the property on the corner of Eighth and E streets, square numbered 406, to erect a building on said property for the purpose contemplated.

On the 16th of March last I entered into contract with Messrs. Hooe and Beverly, a copy of which will be found in the Appendix. That building has been erected. The clerks composing the Money-Order Office of this Department and the Sixth Auditor's Office are now established in it. The new building contains about 15,000 feet of space for clerks, is furnished with an elevator, good heating appliances, and appropriate electric bells and speaking tubes; is well lighted and ventilated, and is connected with the department building by a light, but substantial iron bridge.

By the terms of the contract, the government is given the option of purchasing this property for \$85,000 at any time within two months after the opening of the next session of Congress. Three considerations commend this opportunity to the prompt acceptance of Congress: First. There seems to be little doubt that the government will soon imperatively need the whole of that square. Second. Good judges of property are of the opinion that if this particular lot is not taken upon the terms and within the time specified, it will never be secured for less than \$100,000. Third. The rent reserved amounts to more than 9 per cent. per annum on the price demanded.

It seems little less than profligate to pay 9 per cent. for rent when the money can be had for  $3\frac{1}{2}$  per cent. to purchase.

#### RATES OF POSTAGE.

I remain of the opinion expressed in my letter of the 18th of May last, addressed to the Speaker of the House of Representatives, that the postage on second-class matter ought properly to be abolished. It does not seem just, and if not just, it cannot be wise to charge for carrying some newspapers and to carry others free, or to charge for carrying a



newspaper to some subscribers and to carry the same newspaper to others without charge.

I wish also to repeat, and to emphasize the opinion expressed in the same letter, that the rate of postage on fourth-class matter should be increased. To charge three cents per half ounce for carrying messages from one post-office to another, and yet to carry merchandise from one side of the continent to the other for one cent an ounce is not approved by good sense, if it is by good morals.

Some anxiety has been manifested to reduce first-class postage to two cents per half ounce. If it should be thought such a reduction in rates would cause too great a shrinkage in the revenues, I would respectfully suggest that correspondence may be cheapened almost as much by another measure, much less costly to the Treasury.

If Congress will authorize the sale of stamped envelopes at the same price at which adhesive stamps are sold, it would lessen the cost of correspondence.

The government is now the largest dealer in envelopes there is. It sells, as nearly as practicable, at the cost of manufacturing, with the postage added. After the first of January next the present tariff of prices will be somewhat reduced, owing to the more favorable terms of a recent contract for their manufacture. Yet, under the reduced tariff, if the single rate be reduced to two cents, a correspondent who buys a single stamped envelope will be compelled to pay three cents for it. If he buys more than five and less than a hundred, he will have to pay  $2\frac{1}{2}$  cents each. If he buys more than a hundred at a time, he will be able to get them at a small fraction less than that. If, on the contrary, the correspondent buys adhesive stamps at the post-office, and his envelopes of private dealers, the cost will be still greater.

Regardless of economy, a large percentage of correspondents do in fact buy the adhesive stamp instead of the stamped envelope. During the last fiscal year 680,463,700 adhesive stamps of the denomination of three cents were issued for prepayment of postage by the public, while only 168,696,250 stamped envelopes of the same denomination were issued. It is safe to assume that the purchasers of those adhesive stamps paid an average price equal to a large fraction of a cent each for the envelopes on which to put them. If the department could have supplied the envelopes at the cost of stamps, it would have been equivalent to a reduction of that fraction of one cent in postage. Yet it would have cost the government, under the present contract, less than \$2,000,000 to furnish the envelopes. And even this apparent loss would have been compensated by two great advantages:

An adhesive stamp, not properly canceled, can be removed and re-used. It is not doubted that the revenue is seriously impaired annually by this one cause. The envelope can never be used but once. So far as the stamped envelope can be substituted for the adhesive stamp, all such depreciation of revenue is avoided.

Another benefit to accrue from the substitution of stamped envelopes for adhesive stamps, is the saving of labor in the administration of the service. A letter deposited in a post-office, on which less than one full rate of postage is prepaid, is treated in one of two ways. If it be deposited in a free-delivery office, and the writer is unknown, the postmaster sends a notice to the addressee that he may, if he will remit the postage, have the letter forwarded. That imposes labor upon the local postmaster. If the same letter is deposited in any other than a free-delivery office, it is sent at once to the dead-letter office, to be treated there. That imposes labor upon the department. The whole number of domestic letters treated in the dead-letter office during the last fiscal year was 3,709,266. Of these, 275,240 were letters held for postage. But a letter once inclosed in a three-cent stamped envelope has one full rate prepaid. That letter cannot be held for postage. It will go forward at once; the postmaster at the office of delivery will tender it to the addressee upon receiving the postage due.

Again, the correspondent who orders stamped envelopes to the number of 500 may have his name and address, with a request to return, printed thereon without additional charge. Then if the addressee cannot be found the writer may be found without resort to the dead-letter office. Out of 6,000 letters sent to the dead-letter office on the 4th instant, only four had such requests upon them. By such means the work of the dead-letter office may be reduced to the minimum.

The Postal Establishment has attained huge proportions. It is conducted at an annual cost of \$50,000,000. It should do whatever it can do well. What it can do elsewhere it can do here. Yet the fact remains that the postal service does in other countries many things which it has not yet attempted in this country.

#### POSTAL COLLECTION SYSTEM.

In Belgium, Switzerland, and Germany, the post-office is employed in the collection of bills not exceeding 500 francs in any one sum. The system is briefly this: The creditor purchases a special envelope of the post-office, for which he pays 25 centimes, and in which he incloses his account, and directs to the postmaster within whose delivery the debtor resides. The bill is handed to the carrier, who presents it to the debtor on his round. If not paid, the bill is simply returned. If paid, the carrier returns the money to the postmaster. For his services he receives 25 centimes if the amount is 100 francs or more; if less than 100 francs, he receives 15 centimes. The postmaster receives a like sum for his services, and sends the creditor a postal order for the balance, less the proper fee for the order.

In Germany, during the year 1876, 2,750,000 accounts were thus collected. In March last the system was authorized in France. I respectfully invite Congress to consider whether, by authorizing a similar system here, something cannot be done to further utilize the postal estab-

lishment and augment its revenues; to lessen the cost of collecting tradesmen's bills, and to inculcate in the people the habit of promptly meeting their small bills as the banks inculcate the habit of meeting large ones.

#### POSTAL SAVINGS-BANKS.

I follow in the steps of many of my predecessors in this office when I invoke Congress to make one more effort to engraft upon the postal service a system of deposits for small sums. The great lesson our people need to learn is that of economy. The American people are apt to earn, but are not wise to save.

The easy introduction to the art of saving is to provide a convenient and safe means of saving. A lucrative means is less essential. A place near at hand where a dollar may be deposited and may be secure against the temptations of the burglar, the thief, and the saloon-keeper, even if it accumulates but very little, has everywhere proved a strong inducement to saving. The post-office is near to every citizen; the savings bank must always be remote from most. The post-office need not be a substitute for the savings bank, nor its rival, but its feeder; a place where small deposits with slow accretions may securely grow into large ones, then to be transferred to savings banks on longer terms and with larger earnings.

#### POSTAL TELEGRAPH SYSTEM.

Another and a broader field of activity not yet occupied by our postal establishment is that of the telegraph. In almost all countries, save this, telegraph service is conducted by the postal authorities. Presidents, Postmasters-General, and committees of both houses of Congress have heretofore urged that the Post-Office Department of the United States should take exclusive possession of that service. Already Congress has provided a mode for adjusting the terms upon which the United States may purchase all telegraph lines, either for postal or other purposes. (Revised Statutes, section 5267.)

After the fullest consideration I have been able to give to the subject, I am forced to the conclusion that the time has fully come when the telegraph and postal service should be embraced under one management. The whole subject has been argued in former years. I shall do but little more than summarize that argument.

The business of the telegraph is inherently the same as that of the mail. It is to transmit messages from one person to another. That is the very purpose for which post-offices and post-roads are established. The power to establish is not limited to any particular modes of transmission. The telegraph was not known when the Constitution was adopted. Neither was the railway. I cannot doubt that the power to employ one is as clear as to employ the other.

If the union of the two services did not improve that of the tele-



graph at all, I think it would improve the postal service in some important respects. It would necessitate the employment of telegraph operators for postmasters in many offices. That would result in giving to the administration of not a few offices men who have learned to do one thing in place of those who have never learned to do anything. If the two offices were united, whenever a mail did not arrive on time, the public thronging the post-office would learn, not merely that the mail had not arrived, but when it would arrive.

Again, the necessity for delivering messages would facilitate and gradually draw after it the free delivery of mails in places where free delivery in itself is impracticable.

But a union of the two services would, I believe, improve the telegraph more than it would the postal service.

I prefer no accusation against the administration of the former service. Admitting it to be honest and efficient, the fact remains that it is not cheap, and under corporate control it cannot be cheap. Rent for both services would cost but little more than the cost for one. So of fuel and of light. Where there is now a free delivery of mail, telegraph messages could be delivered at less cost by the post-office than by a corporation. Besides, if the business was controlled by the government, there would be but a single management for the whole. The business is now charged with the cost of many different managements. One direction is cheaper than several.

Again, corporations will seek, and ought to have, not only remuneration for cost of administration, but interest on the capital invested. Telegraph companies seek and secure a large interest on their capital; and what is still more burdensome to the public is the fact that the aggregate outlay of the companies is always greatly in excess of the actual cost of their property.

The office of the telegraph is not indispensable in the sense that air, water, and food are; but it is so essential to social, political, and commercial life that it must be had. If it cannot be obtained at one price, it will be at another. No one corporation has been or will be allowed quietly to monopolize the business. No one set of men will be permitted exclusively to sell services which all must have. And yet, while monopoly will not be permitted, competition beyond a certain point cannot be tolerated.

When competition profits the public who purchase the service, it becomes injurious to the companies which sell. When it becomes injurious to the companies, the competition is extinguished by the purchase and absorption of the competitor. The price paid for the franchises of a rival concerns the purchaser but little; it concerns the public deeply. The people must pay the fees which will yield dividends on the new and on the old capital. So it has happened that the one corporation which has built most miles of telegraph has been the largest purchaser of telegraph property. It must continue to be so. No matter how rich

a company may be, it is powerless to prevent the organization of new and competing enterprises. Its sole protection is to buy when the new rival proves hurtful. No matter how conservative or just may be the management of the purchasing company, it will demand from the public dividends on the capital invested to extinguish the rival. The only security capital can have against these recurring raids is to surrender the business to the government. The only protection the public can have against these multiplied exactions is, for the government to assume that exclusive control over the transmission of domestic messages by electricity, which it now has over the slower methods by steam and stage-coach. Safety for those who sell and those who buy telegraph service is promoted by the same measure.

But a stronger reason still, why the government should control the telegraph, is found in the fact that it is as potent for evil as for good. Like government itself, it is too terrible to be wielded by other than representatives of the whole people.

In the great commercial centers, public stocks, corporate and mining stocks, bonds, and the staple products of agriculture are bought and sold daily, to the amount of thousands of millions. In all those markets one great telegraph company wags its tongue incessantly. For all those commodities it is the arbiter of prices. Prices go up or down according to its inculcations. Whoever controls its utterances may at pleasure buoy a market in which he wishes to sell, or break one in which he wishes to buy. That is an agency much too dreadful to entrust to private hands.

I am far from asserting that a use so malign ever has been made of this agency. I speak of its capabilities, not of its history. Knowing that it can be so abused, it seems to be the dictate of prudence not to wait until it is so abused. It is manifest that even when the government controls the telegraph a falsehood which may sink a stock or float it may still be sent over the wires. But truth will have equal freedom on the lines. In government hands the telegraph will maintain an exact neutrality between the two fierce parties, which, day by day and year by year, contend for supremacy in the markets. In private hands it may become the mere creature, as malignant as mighty, of that party which its owner, from time to time, chooses to join. If he choose, he may give free course to falsehood, and if he choose, he may imprison the truth. Who else can trade in a market dominated by such a power?

It may be objected, and has been, that the measure proposed would largely extend the roll of Federal officials. That increase has doubtless been exaggerated. At a very large percentage of the offices the telegraph operator would not supplement the postmaster, but would supplant him. Besides, I know of no law but necessity limiting the employment of officials. The government is not wise which employs a single officer not needed. It is unwise if it refuses to employ thousands when they are needed.

**XXX**

**REPORT OF THE POSTMASTER-GENERAL.**

Within the life of this generation this government employed more than two and a half millions of officers. They were all armed. They did not destroy the country; they saved it. It is not difficult to find individuals who employ a thousand men and find profit in it. It does not become fifty millions to shrink from employing a hundred thousand if they have need for their services.

**T. O. HOWE,**  
*Postmaster-General.*

**The PRESIDENT.**

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# CONTRACT

FOR THE

ERECTION OF A BUILDING FOR THE USE OF  
THE MONEY-ORDER OFFICE.

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MARCH 16, 1882.

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XXXI



## CONTRACT FOR BUILDING FOR MONEY-ORDER OFFICE.

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WASHINGTON, D. C., *March 16, 1882.*

This memorandum of agreement between the United States of America, represented by Timothy O. Howe, Postmaster-General, under and in pursuance of authority given him in his official station by "An act making appropriations for the services of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes," approved March 1, 1881; and "An act to provide for certain of the most urgent deficiencies in the appropriation for the service of the government, for the fiscal year ending June 30, 1882, and for other purposes," approved March 6, 1882, and Robert A. Hooe, of the District of Columbia, and Robert Beverly, of Virginia, witnesseth:

That said Hooe and Beverly agree and undertake to erect, under the general and controlling direction of the Postmaster-General, and the immediate superintendence of John L. Smithmeyer, as architect, a substantial building of brick, stone, timber, and other suitable and proper materials, to contain net 14,000 feet of space for the use of clerks, besides that occupied by halls, walls, vestibules, elevator, and water-closets.

The building is to have proper water-closets for the use of the persons employed therein, and a suitable elevator for the use of the persons and freight; and it is to be heated by a system similar to the one in present use in the general Post-Office building in this city, unless another or modified system shall be mutually agreed upon.

The building is to be erected upon lot No. 1, square 406, in this city of Washington, fronting 50 feet on "E" street and 87½ feet on 8th street, N. W., and is to be well ventilated and with sufficient openings for light, with ingress and secure egress, and proper pipes for water and gas and appropriate attachments thereto.

The building is to be completed by the 1st day of October, 1882.

In consideration of the foregoing premises and undertakings, it is agreed by the United States of America, represented by the Postmaster-General, acting under the authority above recited, that upon the completion of said building at the time stipulated, or within a reasonable time thereafter (if unforeseen causes of delay occur) the United States of America will rent the same for a term of five years from such completion, with privilege of renewal, if Congress so authorizes, for the sum of eight thousand dollars per annum, payable quarterly at the end of each quarter.

It is mutually agreed that the building shall be erected for, and occupied by, the United States of America for the uses and purposes stated in the acts of Congress hereinbefore recited; and that said Hooe and Beverly shall not be required to expend in the erection and completion of the said building a sum exceeding sixty thousand dollars.

It is also agreed that a safe and secure iron bridge shall be constructed over the street from said building to the corridor of the Post-Office building, connecting with the second floor thereof; and that upon completion of said building, and for sixty days after the meeting of the next regular session of Congress, the building and lot of ground upon which the same is erected may be purchased by the United States for the sum of \$85,000, and a good and sufficient title given by the owners thereof.

In witness whereof, the seal of the Post-Office Department and the signature of the

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XXXIV REPORT OF THE POSTMASTER-GENERAL.

Postmaster-General, as well as the hands and seals of the other parties hereto, are hereunto affixed the day and year first above written.

THE UNITED STATES OF AMERICA,  
By TIM. O. HOWE,

Postmaster-General.

Witness to the signature of the Postmaster-General.

CHAS. A. RAY,  
R. S. BOSWELL.

ROBERT A. HOOE. [SEAL.]  
ROBERT BEVERLY. [SEAL.]

[Seal of the Post-Office Department.]

Witnesses of the signatures of the other parties to the foregoing contract.

L. C. DUNCAN,  
CHAS. A. RAY.

Statement Money-Order Office.

Classification of work.	Contractors.	Contract price.	Paid as per certificates.	Balance due.
Building .....	Bright, Humphrey & Co.....	\$43,617 00	\$20,000 00	\$23,617 00
Heating .....	W. E. Wood & Co .....	3,950 00	.....	3,950 00
Elevator.....	Otis Bros .....	3,750 00	2,625 00	1,125 00
Plumbing and gas fitting.....	J. F. Brien .....	2,166 97	1,400 00	766 97
Bridge.....	J. Noyes.....	1,337 79	500 00	837 79
Excavating .....	P. Malony .....	844 20	844 20	.....
Foundation concreting .....	P. Shea .....	544 00	544 00	.....
Surveying and computing .....	W. Forsyth .....	52 50	52 50	.....
Plans, &c., and superintendence.	J. L. Smithmeyer & Co.....	3,000 00	2,800 00	200 00
EXTRAS.				
Boiler .....	E. N. Gray & Co.....	330 00	.....	330 00
Ventilation .....	White & Overman.....	165 00	.....	165 00
Hearths.....	Clarkson & Co.....	91 00	91 00	.....
Railing .....	E. N. Gray & Co. and J. F. Brien.	151 54	.....	151 54
Piping-valve.....				
Totals .....		60,000 00	28,856 70	31,143 30

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**REPORT**  
**OF THE**  
**CHIEF POST-OFFICE INSPECTOR**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1882.**

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REPORT OF THE CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
Washington, D. C., October 31, 1882.

SIR: I have the honor to hand you with this a report of the operations of the division of post-office inspectors and mail depredations for the fiscal year ending June 30. I beg to add that the inspectors have worked faithfully and earnestly correcting irregularities existing in the service, as the report will show. I desire to call your attention to the fact that the labor performed by inspectors in connection with contract service, and as well in the investigations conducted by them under the direction of the officers employed in investigating the star-route service, do not appear in this report. Much time has been devoted to this work, however, and I doubt not that proper mention will be made elsewhere of the fact and the attendant results.

ARRESTS AND CONVICTIONS.

The arrests by post-office inspectors and others, for violations of the postal laws of the United States, during the year numbered 496. Of these 441 were prosecuted in the courts of the United States, and 55 in the several State courts in which the offenders were arrested. Of the former 193 resulted in conviction, and 18 in acquittal. Seven prisoners escaped; in one case bail was forfeited, and in 40 cases the proceedings were dismissed. One hundred and eighty-two offenders are now awaiting trial. There were 14 convictions in the State courts and 7 acquittals. Two prisoners escaped, 5 proceedings were dismissed, and 27 are awaiting trial. This will appear more clearly from the following summary and classification of the arrests.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

Classification of offenders.		Disposition of cases.	
Postmasters .....	23	Convicted .....	193
Assistant postmasters .....	10	Acquitted .....	18
Clerks in post-offices .....	28	Escaped from custody .....	7
Postal clerks and route agents .....	14	Forfeited bail .....	1
Letter carriers .....	28	Proceedings dismissed .....	40
Mail carriers .....	23	Awaiting trial .....	182
Other employes .....	6		
Burglars .....	4		
All others for various offenses .....	305		
Total .....	441	Total .....	441

SUBJECT TO JURISDICTION OF STATE COURTS.

All offenders .....	55	Convicted .....	14
		Acquitted .....	7
		Escaped from custody .....	2
		Proceedings dismissed .....	5
		Awaiting trial .....	2
Total .....	55	Total .....	55

CASES ACTED UPON BY INSPECTORS.

The total number of cases referred to inspectors for investigation during the year was 42,423. They are classified as—

1. *Registered cases, Class A, 7,082.*—This class of cases embraces all alleged depredations upon the registered mail, and includes complaints of losses, rifling, wrong delivery, and suspected attempts at opening registered letters. The complaints are both of foreign and domestic origin. The number of registered letters reported lost was 5,087, of which 2,438 were domestic and 2,649 were foreign. By foreign is meant letters going to or coming from foreign countries. Of the domestic letters, 1,481 contained money and other valuable inclosures, and 957 contents not specified. Of the domestic letters 968 were reported as having been delivered, recovered or satisfactorily accounted for, viz: 564 with valuable inclosures, and 404 contents not specified. Of the 1,244 complaints of rifled letters, investigation showed that in 202 cases the claim of valuable inclosure was false. Only 30 registered letters were reported as having been tampered with, and investigation of 11 cases disclosed the fact that there had been no loss. Registered packets (third and fourth class matter) reported lost were 329, of which 193 were found to have been delivered; 18 complaints of rifled packets were received, 9 of the complaints were discovered to be without foundation; 254 complaints were made of loss or separation of registered packets from the registered-package envelope.

Investigation of 134 of these showed that no loss either to sender or addressee had occurred. Forty-five cases of detention were reported; upon investigation of 22 cases no loss was found to have occurred. The wrong delivery of 75 letters was reported. Thirty-seven upon investigation were found to have resulted in no loss. There are still outstanding 1,940 cases undergoing investigation.

Of the complaints in foreign cases, viz, 2,675, 2,085 were found to have been accounted for satisfactorily, leaving 573 cases still undergoing investigation, and 17 in which no discovery could be made and which were closed as lost.

The disbursements of money collected on account of lost and rifled registered letters and packets amounted during the year in 356 cases to \$10,906.06. Of the total number of complaints of depredations upon the registered mail investigation showed that in 4,076 no loss had occurred; that in 493 actual loss had resulted. There are now undergoing investigation 2,513 cases, and should the proportionate loss be as great in these outstanding cases as in those already reported upon it would be estimated as 233. Adding this estimate to the actual losses, 493, we have 726, an unusually small proportion.

These losses include those from all causes, fire, burglary, highway robberies, casualties, and ordinary thefts. By comparing this number 726 with the total number of letters and packets registered during the year, 9,627,922, it is worthy of remark that the safety of the registered mail is demonstrated.

2. *Ordinary cases, Class B, 30,829.*—This class of cases includes all complaints of depredations upon the ordinary mail; 21,527 letters were reported lost, 5,180 with valuable inclosures, and 6,347 contents not specified. Of this number, 2,175 were found to have been delivered. The number of ordinary packets reported lost was 8,342, of which 850 were found to have been delivered or satisfactorily accounted for. The disbursements of money recovered on account of lost ordinary letters amounted in 57 cases to \$363.40.

During the year 387 post-offices were reported to have been burglarized and 116 to have been burned; 39 mails were robbed by highwaymen, and it is gratifying to note that this number is less than half those reported in the fiscal year ending June 30, 1881. Ten mails were burned in postal cars in railway accidents, 50 were lost by carriers in floods, snow blockades, and from other causes; 124 complaints of depredations by postmasters were received. Investigation of 32 of these showed the complaint to have been groundless.

3. *Miscellaneous cases, Class C, 4,512.*—This class embraces cases not strictly speaking mail depredations, but which are most important in their character.

It includes the inspection of post-offices, solvency of the sureties on the bonds of postmasters at money-order offices, and miscellaneous complaints of all kinds.

The amount of money collected by inspectors in this class of cases during the year amounted to \$23,381.20.

Recapitulation of cases reported on by inspectors during the fiscal year ending June 30, 1882:

Registered cases, including those referred in previous years.....	5,890
Ordinary cases, including those referred in previous years .....	31,460
Miscellaneous cases, including those referred in previous years.....	4,678
Total .....	42,028

Very respectfully,

DAVID B. PARKER,  
*Chief Post-Office Inspector.*



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**ESTIMATES**

**OF THE**

**APPROPRIATIONS FOR THE POSTAL SERVICE**

**FOR THE**

**FISCAL YEAR ENDING JUNE 30, 1884.**

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ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL  
YEAR ENDING JUNE 30, 1884.

OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals, attorneys, &c .....	\$225,000 00
Advertising .....	50,000 00
Miscellaneous items in the office of the Postmaster-General .....	2,000 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters .....	10,134,091 25
Clerks in post-offices .....	4,850,000 00
Letter-carriers .....	3,600,000 00
Wrapping-paper .....	25,000 00
Wrapping-twine .....	55,000 00
Marking and rating stamps .....	25,000 00
Letter balances, scales, and test-weights .....	25,000 00
Rent, fuel, and light .....	450,000 00
Office furniture .....	30,000 00
Stationery .....	65,000 00
Ink for stamping and canceling purposes .....	10,000 00
Pads for stamping and canceling purposes .....	10,000 00
Miscellaneous and incidental items .....	90,000 00

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes .....	12,000,000 00
Railway post-office car service .....	1,626,000 00
For necessary and special facilities on trunk lines .....	600,000 00
Inland transportation, steamboat routes .....	700,000 00
Inland transportation, star routes .....	5,500,000 00
Railway post-office clerks .....	3,977,120 00
Mail-messengers .....	850,000 00
Mail locks and keys .....	20,000 00
Mail-bags and mail-bag catchers .....	220,000 00
Miscellaneous items in the office of the Second Assistant Postmaster-General .....	1,000 00

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage stamps .....	130,000 00
Expenses of agency .....	8,100 00



## REPORT OF THE POSTMASTER-GENERAL.

Stamped envelopes, newspaper wrappers, and letter sheets.....	\$632,000 00
Expenses of agency.....	16,000 00
Postal cards.....	253,000 00
Expenses of agency.....	7,300 00
Registered-package, post-office, and dead-letter envelopes.....	140,000 00
Ship, steamboat, and way letters.....	1,500 00
Engraving, printing, and binding drafts and warrants.....	2,000 00
Miscellaneous items in the office of the Third Assistant Postmaster-General.....	1,000 00

## OFFICE OF THE SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	350,000 00
Balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union and the subscription of the department for the monthly journal (L'Union Postale) of that bureau.....	60,000 00
Total.....	46,741,111 25
Estimated amount which will be provided by the department from its own revenues, based upon an annual increase of 10 per cent. on the revenues for the fiscal year ended June 30, 1882.....	50,670,456 27
Surplus of estimated postal revenue over estimated expenditures.....	3,929,345 02

NOTE.—The postal revenue, estimated at an annual increase of 10 per cent. on the revenue for the last fiscal year, will, for the year ending June 30, 1884, amount to \$50,670,456.27, or \$3,929,345.02 more than the estimated expenditures for the same fiscal year. The increase of receipts for the last over the previous fiscal year was at the rate of 13.8 per cent. At the close of the last fiscal year there remained a handsome surplus of receipts over expenditures, and the receipts are now increasing at a much greater rate than the expenditures. Hence no appropriation will be required from the general Treasury to aid the postal revenue in meeting the estimated expenditures for the coming fiscal year, unless there should be changes in the rates of postage, or in the classification of mail matter, injuriously affecting the revenue. A deficiency appropriation from the Treasury of \$2,152,258 for the year ending June 30, 1882, remains undrawn, and it is not believed that it will be necessary to draw any portion of the \$1,902,177.90 appropriated to supply deficiencies in the postal revenue for the current fiscal year.

T. O. HOWE,  
Postmaster-General.

OFFICE OF THE POSTMASTER-GENERAL,  
November 1, 1882.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 23, 1882.*

SIR: I have the honor to submit herewith, for your consideration, a table showing the estimates of appropriations required for the service of the Post-Office Department for the fiscal year ending June 30, 1884, prepared in accordance with your directions. The communications from the several officials from whose estimates the table was compiled, and explanatory thereof, will also be found herewith, marked from A to F.

Very respectfully, your obedient servant,

A. D. HAZEN,  
*Third Assistant Postmaster-General.*

Hon. T. O. HOWE,  
*Postmaster-General.*

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A.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF CLERK TO THE POSTMASTER-GENERAL,  
*Washington, D. C., October 18, 1882.*

SIR: In compliance with your request of October 2, I have the honor to inform you that the following are the estimates of appropriations necessary for the office of the Postmaster-General for the fiscal year ending June 30, 1884, viz:

Mail depredations and post-office inspectors, including amounts necessary for fees to United States marshals and attorneys.....	\$225,000
Advertising.....	50,000
Miscellaneous items in the office of the Postmaster-General.....	2,000

Letter of the chief post-office inspector on the subject is herewith inclosed.

Very respectfully,

F. H. HOWE,  
*Chief Clerk.*

Hon. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

B.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
*Washington, D. C., October 21, 1882.*

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant, asking that you be furnished with an estimate of appropriation for mail depredations and post-office inspectors for the fiscal year ending June 30, 1884.

The force of inspectors now employed upon the general work of the inspection of post-offices, correction of irregularities, the investigation of all depredations on the mails, assisting the contract office in determining and arranging post-routes, and other miscellaneous duties, as well as those detailed to the money-order, free-delivery, and railway mail service, are rendering most important and valuable aid in their several branches. Their duties are continuous and arduous, and their compensation should be increased.

At present ten inspectors are paid \$2,500 each per annum, the others not exceeding \$1,600. A per diem allowance not exceeding \$5 is made to cover expenses incurred while actually traveling upon official business. This allowance covers sleeping-car fares and all other necessary expenses, except transportation, and is now based upon the ascertained requirements of the different sections where inspectors are located, varying from \$3 minimum to \$5 maximum per day. From this it will be seen that inspectors of the Post-Office Department are not now paid salaries equal to those received by similar officers of the Treasury and other departments. In the Treasury Department special agents, whose duties are analogous to those of the post-office inspectors, receive salaries varying from \$2,190 to \$2,920 per annum. In addition to this compensation the expenses of special agents of the Treasury are paid by the department. The Indian inspectors of the Interior Department are paid \$3,000 each per annum, and their expenses also are paid by the government. Nor is the compensation of post-office inspectors as large as that of postmasters and assistant postmasters at first and second class post-offices, to instruct whom is frequently an inspector's duty.

I therefore beg to recommend that the appropriation for mail depredations and post-office inspectors for the fiscal year ending June 30, 1884, be increased to \$225,000, and that legislation be suggested as follows:

The Postmaster-General may grade inspectors appointed by him in accordance with section 4017 Revised Statutes in the following manner: Not exceeding fifteen in number shall receive \$2,500 each per annum, not exceeding fifteen others may receive \$2,000 each, and the remainder may receive not exceeding \$1,600 each. In addition to this compensation they may be allowed for their expenses while actually traveling upon official business such an amount as may be determined by the Postmaster-General as necessary in each case, not exceeding \$5 per diem, payable only for time spent away from the inspector's residence while traveling upon the business of the department.

I am, sir, very respectfully,

DAVID B. PARKER,  
*Chief Inspector.*

FRANK H. HOWE, Esq.,  
*Chief Clerk to the Postmaster-General.*

ESTIMATES FOR EXPENSES OF POST-OFFICES.



C.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 23, 1882.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1884, under the following heads, viz :

For compensation to postmasters.....	\$10, 134, 091 25
For clerks in post-offices.....	4, 850, 000 00
For free-delivery service.....	3, 600, 000 00
For rent, fuel, and light.....	450, 000 00
For office furniture.....	30, 000 00
For stationery in post-offices.....	65, 000 00
For miscellaneous and incidental items.....	90, 000 00
For wrapping-paper.....	25, 000 00
For wrapping-twine.....	55, 000 00
For marking and rating stamps.....	25, 000 00
For letter balances and scales.....	25, 000 00
Ink for stamping and canceling purposes.....	10, 000 00
Pads for stamping and canceling purposes.....	10, 000 00
Total estimate .....	19, 369, 091 25

or \$2,227,091.25 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years :

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$7, 550, 000 00	\$7, 800, 000 00	.....
Appropriations.....	7, 500, 000 00	7, 800, 000 00	.....
Expenditures.....	8, 298, 742 79	8, 964, 676 72	8.02
Deficiency.....	798, 742 79	1, 164, 676 72	45.81

From the above it will be perceived that the expenditures for the fiscal year ended June 30, 1882, exceeded the appropriation for that period in the sum of \$1,164,676.72. In anticipation of a large deficiency, Congress, at its last session, upon the recommendation of the Postmaster-General, appropriated the sum of \$1,192,206.88, or so much thereof as might be necessary, to meet the deficit for this item during the fiscal year. The deficiency reported by the Auditor (\$1,164,676.72) is not so large as the amount appropriated by \$27,530.66; but it is expected that when the delayed returns from postmasters for the year shall have been received, the whole amount appropriated by Congress will be expended. The expenditures for the past fiscal year were also greater than those of the previous year in the sum of \$665,933.93, or 8.02 per cent.

The expenditures for the past year also exceed the appropriation (\$8,800,000) for the current fiscal year by \$164,676.72.

From the foregoing it will appear that a very much larger appropriation for compensation to postmasters should be made for the next fiscal year.

It has been ascertained that the compensation of postmasters bears a direct relation to the gross receipts of the department. The present law

regulating the compensation of postmasters of the fourth class went into operation the 21st July, 1878.

During the first fiscal year of the change, ended June 30, 1879, it required 23.9 per cent. of the gross receipts to pay the compensation of postmasters.

During the fiscal year ended June 30, 1880, 23.1 per cent. was required; for the year ended June 30, 1881, 22.5 per cent. was required; and for the year ended June 30, 1882, 21.4 per cent. was necessary.

It will thus be seen that the decrease in percentage of compensation to postmasters to the gross receipts has been a steady one; and this is only natural, since the great bulk of the receipts is collected at the larger offices, where the salaries are fixed by law. The receipts for the fiscal year ending June 30, 1884, based on an increase of 10 per cent. upon the last fiscal year, have been estimated at \$50,670,456.27. It is believed that not more than 20 per cent. of this amount will be required to pay postmasters for the next fiscal year. Upon this basis it is estimated that \$10,134,091.25 will be necessary for the compensation of postmasters for the year ending June 30, 1884. This amount will be \$1,334,091.25 greater than the amount (\$8,800,000) appropriated for the present fiscal year, or an increase of 15.16 per cent.

An essential element in the above estimate is the increase under the biennial readjustment of July 1st last in the salaries of postmasters at first, second, and third class offices, amounting to \$563,400 more than was paid last year.

#### CLERKS IN POST-OFFICES.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$3, 650, 000 00	\$3, 850, 000 00	.....
Appropriations.....	3, 680, 000 00	{ 3, 850, 000 00 100, 000 00	{ 7.33
Expenditures.....	3, 676, 756 22	3, 908, 396 60	6.30

The appropriation of \$3,850,000 for the fiscal year ended June 30, 1882, was found, after six months of the year had expired, to be inadequate for the necessities of the service, and upon the recommendation of the Postmaster-General an additional \$100,000 for the year was appropriated by Congress on the 6th of March last for this item, making the whole amount \$3,950,000. This appropriation was \$270,000, or 7.33 per cent. greater than for the previous year. The appropriation for the present fiscal year is \$4,385,000.

The expenditures for the last fiscal year amounted to \$3,908,396.60, or \$41,603.40 less than the appropriation. In no other fiscal year have the requests for additional allowances for clerical service and separating mails in post-offices been so numerous or so urgent as the past. These requests have been made by postmasters in all sections of the country, but they have been especially necessary in the rapidly growing portions of the West and Southwest. Postmasters at many of the principal cities in the older States have also applied for additional allowances for clerk-hire, in consequence of the great increase of the business of their offices from registered matter, merchandise passing through the mails,

and from other causes. After the passage of the act granting \$100,000 additional for this purpose for the past fiscal year, I found myself somewhat embarrassed, owing to many deserving applications, in making a proper disposition of it.

The commission referred to in my report to the Postmaster-General was determined upon as a measure of relief, as well as with a view to the better organization of the service in several of the large cities. The adoption of their recommendations resulted in a considerable saving of funds, and furnished a better basis for making future allowances at the offices visited. This did not afford sufficient relief, however, nor have I yet been able, with the appropriation at my command, to grant all the requests from the South and West, which are equally urgent, though the revenue derived from these offices is not so large as from many in the North and East; nor is it in numerous instances at all in proportion to the great amount of labor required.

I have therefore estimated the amount necessary to be appropriated for clerks in post-offices for the fiscal year ending June 30, 1884, at \$4,850,000, which is \$465,000, or 10.6 per cent., greater than the appropriation for the current year. I consider this amount absolutely requisite to meet the rapidly increasing and important requests of this character which are constantly being received, and are made necessary by the remarkable expansion of postal business in all sections of the country.

FREE-DELIVERY SERVICE.

The following were the estimates, appropriations, and expenditures for this service, and the incidental expenses thereof, during the two past fiscal years :

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$2, 500, 000 00	\$2, 700, 000 00	.....
Appropriations .....	2, 500, 000 00	{ 2, 600, 000 00	{ 5
Expenditures .....	2, 499, 911 54	{ 25, 000 00	{
		2, 623, 262 74	4. 93

This system was in operation on the 30th of June last in 112 of the principal cities of the country, and employed 3,115 carriers. It has been extended to 25 other cities since that date.

The regular appropriation of \$2,600,000 for the past fiscal year was increased in the sum of \$25,000, to meet an anticipated deficiency, making \$2,625,000 for the period, and an increase of \$125,000, or 5 per cent., over that of the previous year. The expenditures were \$2,623,262.74 for the fiscal year, or \$1,737.26 less than the appropriation. The cost of the service was increased \$123,351.20 over that of the preceding year, principally owing to the appointment of additional carriers in cities where the service was already in operation. The service was extended to only three cities during the year.

The postage on local matter for the year was \$3,816,576.09, an increase of \$542,945.70 for the year. The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with the last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

The appropriation for the present fiscal year is \$3,200,000, of which amount \$200,000 was appropriated by the terms of the act of August



2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

#### RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$450,000 00	\$500,000 00	.....
Appropriations .....	425,000 00	425,000 00	.....
Expenditures .....	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows :

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$20,000 00	\$25,000 00	.....
Appropriations.....	20,000 00	20,000 00	.....
Expenditures.....	10,206 87	21,716 64	7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for assorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years :

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$50,000 00	\$60,000 00	.....
Appropriations.....	50,000 00	50,000 00	.....
Expenditures.....	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.



2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

#### RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$450,000 00	\$500,000 00	.....
Appropriations .....	425,000 00	425,000 00	.....
Expenditures .....	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$20,000 00	\$25,000 00	.....
Appropriations.....	20,000 00	20,000 00	.....
Expenditures.....	19,296 87	21,716 64	7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for assorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$50,000 00	\$60,000 00	.....
Appropriations.....	50,000 00	50,000 00	.....
Expenditures.....	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster General.

#### RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$450,000 00	\$500,000 00	.....
Appropriations .....	425,000 00	425,000 00	.....
Expenditures .....	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows :

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$20,000 00	\$25,000 00	.....
Appropriations.....	20,000 00	20,000 00	.....
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Estimates .....	\$50,000 00	\$60,000 00	.....
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## D.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 18, 1882.*

SIR: I beg leave to submit estimates of amounts required for the transportation of mails and items incident thereto for the fiscal year ending June 30, 1884, in answer to your note of the 2d instant.

## STAR SERVICE.

The cost of star service for the year ending 30th June, 1882, was \$5,553,849, which is \$1,403,506 less than the cost on the 30th June, 1881, being a reduction of more than 20 per cent.

The reletting of the service in the Pacific section for the contract term commencing July 1, 1882, has resulted in a very large reduction in the cost of this service compared with the cost on June 30, 1882, sufficient, in the opinion of this office, to cover the cost of a liberal service on star routes for the present year and also for the ensuing year. The estimate for this item for 1884 is set down at \$5,500,000.

## STEAMBOAT SERVICE.

The cost of the steamboat service on the 30th June, 1882, was \$574,019, a decrease compared with the cost for the previous year of \$179,148. The requirements of the public may involve additional steamboat service, and it is deemed expedient to estimate the cost for 1884 at \$700,000.

## MAIL-MESSENGER SERVICE.

The cost of mail-messenger service for the year ending June 30, 1882, was \$724,207, or equivalent to \$7.20 for every mile of railroad service. Upon the same basis the cost for 1884 will be \$850,000, and the estimate is placed at this sum.

## RAILROAD SERVICE.

The cost of railroad transportation on the 30th of June, 1882, (audited statement), was \$10,248,515, and new service remaining unpaid at the same date amounted to 3,464 miles, which will probably involve an additional expenditure of \$125,000, making the total cost about \$10,373,515, which is \$830,360 more than the cost to June 30, 1881. The increase in the mileage and rates of pay for the current fiscal year is not estimated for at as great a rate of increase as is shown between 1882 and 1881, for reasons that were explained in the last annual report, hence the appropriation for the present year is fixed at \$11,130,000. The reasons which formed the basis of that appropriation will not apply for the ensuing year, consequently the estimated rate of increase is somewhat greater. The appropriation for 1883, \$11,130,000, is accepted as the sum nearest to that which will be needed for 1884, and \$870,000 added for increase of rates on old routes, and for new service, making a total of \$12,000,000, which is 7.81 per cent. over the appropriation for 1883, and a little more than 14 per cent. over the cost and estimate for new service for 1882.

## RAILWAY POST-OFFICE CARS.

The increased cost of the railway post-office service for 1882 over 1881 was \$100,000. The appropriation for the present year is \$1,526,000. It is estimated that \$100,000 in addition to that service, or \$1,626,000, will be sufficient for this item for 1884.

## SPECIAL FACILITIES.

The appropriation for "special facilities" on the great lines for the current year is \$600,000. It is not clear that the discontinuance of the service secured by this expenditure would not result in injury to the public, and for this reason I suggest that a like sum, \$600,000, be appropriated for this item for 1884.

## MAIL EQUIPMENT.

The expenditures for mail-bags, mail-catchers, and mail locks and keys, and the necessary repair of the same, absorbed the entire appropriation for these items, \$200,000 and \$25,000, for the year ending June 30, 1882. The rapid extension of the railroad system, the increased frequency of mails on railroad routes, and the large number of post-offices established on such lines render an increase in appropriation necessary for 1884. The estimate is therefore placed for mail-bags and mail-catchers at \$220,000; mail locks and keys, \$20,000.

## RAILWAY POSTAL CLERKS.

The amount provided for railway postal clerks for the current year, by act July 31, 1882, is \$371,000. The rate of increase for the past six years has been 7.20 per cent. Estimating the cost upon the same basis, the amount required for 1884 will be \$3,977,120.

## RECAPITULATION.

For star service.....	\$5,500,000
For steamboat service.....	700,000
For railroad service.....	12,000,000
For railway post-offices.....	1,626,000
For special facilities.....	600,000
For mail-messenger service.....	850,000
For mail-bags and mail-catchers.....	220,000
For mail locks and keys.....	20,000
For railway postal clerks.....	3,977,120
For miscellaneous items.....	1,000

Very respectfully,

RICH'D A. ELMER,

*Second Assistant Postmaster-General.*

Hon. A. D. HAZEN,

*Third Assistant Postmaster-General.*



## E.

## EXPLANATION OF ESTIMATES OF APPROPRIATIONS FOR THE OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL FOR THE FISCAL YEAR ENDING JUNE 30, 1884.

## I.—ADHESIVE POSTAGE STAMPS.

For manufacture of ordinary postage stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$130,000 00
The number of these stamps issued during the fiscal year ended June 30, 1882, was .....	1,130,470,088
Add 12 per cent. for increase.....	135,656,410
Gives estimated issue for fiscal year ending June 30, 1883.....	1,266,126,498
Add 12 per cent. for increase, as before.....	151,935,179
Gives estimated number required for fiscal year ending June 30, 1884..	1,418,061,677
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$130,319 86

The increase in the number of adhesive stamps of all kinds issued during the fiscal year ended on the 30th June last was a little over 17 per cent., but this rate of increase was an abnormal one, due in part to an unusual prosperity in the business interests of the country, and in part to a special cause which was explained in the report of last year (pp. 354 and 361, Report of Postmaster-General for 1881). Under ordinary conditions it would hardly be reasonable to expect an annual increase of more than 12 per cent., and accordingly the issues of the last year have been augmented at that rate to arrive at the probable number required for the ensuing fiscal year. The present contract does not expire until the 30th June, 1885, and this estimate has consequently been governed by existing prices. The estimate has, however, been placed in even figures at \$130,000. The appropriation for the current year is \$109,000; but from present indications this amount will hardly be sufficient to meet the demands of the year.

## II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency.....	\$8,100 00
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This estimate agrees in amount with the appropriation for the present year.

## III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets .....	\$632,000 00
The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1882, at the prices in the contract which took effect October 1, 1882, would amount to .....	477,960 08
Add 15 per cent. for increase.....	71,694 01
Gives estimated cost at same prices for fiscal year ending June 30, 1883..	549,654 09
Add 15 per cent. for increase, as before.....	82,448 11
Gives estimated cost for fiscal year ending June 30, 1884 .....	632,102 20
The appropriation for the current year is.....	547,000 00

The actual cost of stamped envelopes and wrappers issued during the last fiscal year was \$510,399.45; but a new contract was entered into for

four years from the 1st of October, 1882, at an average reduction of nearly 7 per cent. in previous prices, and the calculations in this estimate have accordingly been made upon the basis of the new prices. The increase in the number of envelopes and wrappers issued during the last fiscal year over that of the previous year was nearly 13 per cent.; but as the reduced prices are likely to largely augment the demand, allowance has been made for an annual increase of 15 per cent. in the issues. By law the cost of procuring stamped envelopes is added to the postage value in fixing the schedule of prices to the public, and the expenditure under this head is consequently refunded to the government when the envelopes are sold. Authority was granted by the sundry civil appropriation act passed at the late session of Congress to use the appropriation for stamped envelopes for the current year for the purchase of stamped letter sheets (combined letter sheet and envelope) not previously furnished. No arrangements have as yet been made for procuring these articles, but they may be introduced before the close of the year, and in view of that event it is deemed advisable to include them in the estimate for stamped envelopes for the coming year.

## IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency ..... \$16,000 00

This estimate agrees in amount with the appropriation for the present fiscal year.

## V.—POSTAL CARDS.

For manufacture of postal cards ..... \$253,000 00

The total number of postal cards issued during the fiscal year ended June 30, 1882, was ..... 351,498,000  
Add 15 per cent. for increase ..... 52,724,700

Gives estimated number for year ending June 30, 1883 ..... 404,222,700  
Add 15 per cent. for increase ..... 60,633,405

Gives estimated number for year ending June 30, 1884 ..... 464,856,105

The cost of manufacturing these articles at the present contract price of 54.43 cents per thousand, is ..... \$253,021 17  
The appropriation for the present fiscal year is ..... 242,000 00

The issue of postal cards has fluctuated widely during the past few years. For 1879 the ratio of increase was 10.55 per cent.; for 1880, 22.80 per cent.; for 1881, 13.20 per cent.; and for 1882, 13.90 per cent. It will probably be sufficient to allow for an annual increase of 15 per cent., as has been done in the foregoing estimate. The present contract is for four years, ending on the 30th June, 1885.

## VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency ..... \$7,300 00

This estimate agrees with the present appropriation.

## VII.—REGISTERED-PACKAGE, POST-OFFICE, AND DEAD-LETTER ENVELOPES.

For registered-package, post-office, and dead-letter envelopes ..... \$140,000 00

The registered-package envelopes are large manila envelopes used for inclosing registered letters and other registered matter for safer transmission; the post-office envelopes are for the use of postmasters in

their official correspondence, and the dead-letter envelopes are used for returning letters from the dead-letter office to the writers. The contract for these envelopes is awarded for one year only, beginning on the 1st of July of each year, and present prices therefore afford no absolute criterion in making estimates for future appropriations. The prices for the year ended on the 30th of June last were unusually low, so that the issues cost only \$72,474.53. At the prices in the contract for the present year the same issues would have cost \$98,173.83. The total number of these various kinds of envelopes issued during the fiscal year ended on the 30th of June last was 35,581,550, an increase of 6,783,100, or 23.5 per cent., over the issues of the previous year.

At the same rate of increase for the present and next fiscal years the issues for the year ending June 30, 1884, would number 54,269,869, and would cost, on the basis of existing contract prices, \$149,737.17. Allowing for an increase of 20 per cent. in the issues, the cost at present prices would amount to \$141,370.31. The major portion of the appropriation is expended for envelopes for registry business, and for several years past this service has been increasing very nearly at the rate of 20 per cent. per annum. It is proper to say that the contract for these envelopes, like that for stamped envelopes, has been awarded to the lowest bidder, after public advertisement, and upon samples furnished by the department. The estimate is placed in even figures at \$140,000. The appropriation for the current year is \$110,000.

#### VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters.....\$1,500 00

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. The expenditure for the last fiscal year was \$1,444.38, for 1881 it was \$990.95, and for 1880 it was \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same figures.

#### IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants.....\$2,000 00

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,644.35; and in view of the manifestly increasing needs the estimate for the ensuing year is placed at \$2,000.

#### X.—MISCELLANEOUS.

For miscellaneous items .....\$1,000 00

This estimate is for the same amount as the appropriation for the current fiscal year.

Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1883, with estimates for the year ending June 30, 1884.

Items.	Amount appropriated year ending June 30, 1883.	Estimate for year ending June 30, 1884.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage-stamps .....	\$109,000	\$130,000	\$21,000	19.2+
Postage-stamp agency .....	8,100	8,100		
Stamped-envelopes and wrappers .....	547,000	632,000	85,000	15.5+
Stamped envelope agency .....	16,000	16,000		
Postal cards .....	242,000	253,000	11,000	4.5+
Postal-card agency .....	7,300	7,300		
Registered-package, post-office, and dead-letter envelopes .....	110,000	140,000	30,000	27.2+
Ship, steamboat, and way letters .....	1,500	1,500		
Engraving, printing, and binding drafts and warrants .....	1,500	2,000	500	33.3+
Miscellaneous .....	1,000	1,000		
Total .....	1,043,400	1,190,900	147,500	14.1+

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,  
Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
October 23, 1882.

F.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
Washington, D. C., October 13, 1882.

SIR: Referring to your letter of the 2d instant, I have the honor to inform you that the amounts estimated as required to be appropriated for the foreign mail service for the fiscal year ending June 30, 1884, are as follows:

For transportation of mails .....	\$350,000 00
For balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the department for the monthly journal (L'Union Postale) of that bureau .....	60,000 00
Total .....	410,000 00

I am, very respectfully, your obedient servant,  
JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

Hon. A. D. HAZEN,  
Third Assistant Postmaster-General.



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**REPORT**

**OF THE**

**FIRST ASSISTANT POSTMASTER-GENERAL**

**FOR THE**

**FISCAL YEAR ENDED JUNE 30, 1882.**

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# REPORT

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 30, 1882.*

SIR: The past fiscal year was notable for the transaction of a larger amount of business in every division of this bureau than in any preceding year. The number of offices established, the number of cases acted upon, and the number of letters and petitions received, indorsed, answered, and filed were considerably in excess of those of any previous year, and give indication not only of the remarkable development of the country, but of the eagerness with which postal facilities are sought for as the population increases and expands. The disposition of this office to aid the public in granting their requests for new offices, or for enlarged and better opportunities for postal business, has been such that probably less dissatisfaction has been experienced by applicants during the past year than for any other similar period.

The following statements constitute a summary of the work performed in each division of the bureau; but it is well known that no such presentations can convey an accurate idea of the amount of work disposed of, on account of the very large part which would hardly admit of classification:

#### POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

Number of offices established during the year .....	3, 166
Number discontinued .....	1, 447
Increase .....	1, 719
Number in operation June 30, 1881 .....	44, 512
Number in operation June 30, 1882 .....	46, 231
Number filled by appointment of the President .....	1, 951
Number filled by appointment of the Postmaster-General .....	44, 280

#### Appointments were made during the year—

On resignations and commissions expired .....	7, 346
On removals .....	1, 021
On change of name and sites .....	349
On deaths of postmasters .....	461
On establishment of new post-offices .....	3, 166

Total appointments ..... 12, 343

Number of cases acted upon during the year ..... 14, 340



## APPOINTMENT DIVISION.

Number of cases of all kinds made up .....	14,760
Number of cases acted upon affirmatively .....	14,340
Number of cases declined .....	525
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices .....	6,443
Number of circulars of inquiry, &c., mailed .....	33,785
Number of letters written .....	3,251
Number of cases referred to other bureaus of the department or to correspondents for information .....	18,001
Number of Presidential cases acted upon .....	826
Number of officers placed in charge of sureties on account of death of postmaster or for other causes .....	226
Number of letters, petitions, and other papers received, indorsed, and filed .....	116,732
Number of clerks in the division .....	13

It became necessary during the past year, in consequence of the increase of the business of this division, to enlarge its force by the addition of two clerks, so that its employes now number thirteen. Their salaries have also been so far equalized that, with the exception of the principal clerk and one other, they are all of the third class.

## BOND DIVISION.

The increase of work in this division during the past year was uniformly steady, and at the same time indicative in many respects of the prevalence of more intelligence and aptitude for business among those appointed as postmasters. While more bonds were sent out to post-office inspectors for investigation, fewer were returned than last year as insufficient. A smaller number of bonds were also returned to postmasters for correction than for some years; and, though the number of money-order offices established during the year was considerably larger than for any other similar period, greater promptitude in the execution of the necessary papers by the postmasters has never been shown.

The following summary exhibits the principal features of the work performed:

Number of entries made upon the books of the division .....	49,737
Number of cases received for which appointment and other papers were mailed .....	14,330
Number of circulars sent calling for the execution of new bonds .....	1,304
Number of surety circulars sent to chief post-office inspector for report .....	1,750
Number of blank assistant and clerks' oaths sent by request of postmasters .....	9,720
Number of new bonds sent by request of postmasters .....	413
Number of new bonds sent by request of the Third Assistant Postmaster-General for increase of penalty .....	286
Number of new bonds sent for establishment of new money-order offices .....	509
Number of circulars sent to sureties who requested to be released from bonds .....	452
Number of letters received from sureties requesting to be released as bondsmen .....	452
Number of cases in which post-office inspectors recommend new bonds .....	80
Number of circulars sent to sureties notifying them of postmasters' failure to deposit or pay contractors .....	1,379
Number of new bonds received .....	1,487
Number of reports received from post-office inspectors on validity of bonds .....	1,675
Number of postmasters', assistant postmasters', and clerks' oaths received, indorsed, and filed .....	27,540
Number of bonds and oaths returned for correction .....	2,961
Number of bonds examined and passed for commissions .....	11,978
Number of bonds filed .....	12,465
Number of corrections in postmasters' names reported to corresponding clerks .....	1,025
Number of commissions mailed to postmasters .....	11,975
Number of letters written .....	350

Number of cases reported to report clerk.....	14,340
Number of established cases reported to Blank Agency.....	3,166
Number of Presidential cases for which appointment papers were forwarded..	826
Number of circulars sent to postmasters accompanying new bonds .....	2,249
Number of circulars sent calling for the execution and return of new money-order bonds .....	450
Number of circulars sent for appointments, establishments, change of names, and sites, and discontinuances .....	22,408
Number of copies of postal laws and regulations forwarded.....	3,957
Number of new bonds sent to postmasters on report of post-office inspectors ..	80
Number of clerks in the division .....	13

The increased amount of work in this division necessitated a partial rearrangement of the clerical force during the year. The duties of each clerk were made somewhat more specific, and the changes have proved to be very beneficial. The labor of the division is now performed more acceptably than at any previous time, and with more convenience to the clerks of other portions of the department who have occasion to refer to the records of the division.

Accompanying this report will be found tables marked A and B, giving additional information concerning the operations of the appointment and bond divisions.

#### THE FREE DELIVERY SYSTEM.

This system employed during the year 3,115 letter-carriers in 112 of the principal cities, being an increase of 254 carriers and of 3 free delivery offices, viz: Augusta, Me., Burlington, Vt., and Concord, N. H.

The total amount appropriated (including a special appropriation of \$25,000) was \$2,625,000 against \$2,500,000 for the preceding year. The total cost of the service was \$2,623,262.74, leaving \$1,736.26.

The increased cost of the service as compared with the preceding year was \$123,351.20.

#### POSTAGE ON LOCAL MATTER.

The aggregate postage on local matter at all the free delivery offices was \$3,816,576.09, being \$542,945.70 more than for the previous year, and \$1,193,316.45 more than the cost of the service; a per centum increase in postage on local matter of 16.50, and 4.93 increase in the cost of the service.

The average cost per piece of handling matter was 2.3 mills, a decrease of one-tenth of a mill as compared with the preceding year. The average cost per carrier (computed on pay of carriers and incidental expenses) was \$835.75, a decrease of \$37.79.

It should be observed in this connection that the expenses are compared with the postage on local matter alone, which constitutes only about 33 per cent. of the matter handled by carriers, and that while frequent deliveries and collections, affording means of speedy receipts and reply to letters, largely increase local correspondence in populous centers, they no doubt increase the number of mail letters as well, for which this service receives no credit. These facilities preclude competition from private enterprises and lead the bulk of correspondence into the post-office. Large private express companies, through which local correspondence was principally carried on in New York and Philadelphia, when this service was established, and for several years afterwards, have been discontinued by reason of the greater and cheaper facilities afforded by this mode of delivery.

While this service meets the general demands of business and social life, it falls short of meeting the urgency required in cases of emergency, and hence has grown up the American Messenger Service in our principal cities, which dispatches letters on the instant by boys employed for the purpose at small compensation. This competition can only be met by using the same means and methods. As these companies are becoming more formidable year by year, and hence it must be assumed that their business is remunerative, it is recommended that steps be taken to procure the necessary legislation, and that the experiment be tried in in one of the large cities. Should it prove successful it may then be extended to other cities.

Additional information concerning the operations of the free delivery division will be found in the table marked C, appended to this report.

SALARY AND ALLOWANCE DIVISION.

BIENNIAL ADJUSTMENT OF THE SALARIES OF PRESIDENTIAL POSTMASTERS.

In accordance with the law the biennial adjustment of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, was made upon the basis of the business at their respective offices for the four quarters ended March 31, 1882, the salaries being fixed to take effect from July 1, 1882.

Two thousand and twelve adjustments were made, an increase of two hundred and forty-eight, or 14 per cent., as compared with the previous adjustment.

These returns, coming from postmasters from all parts of the Union, showed a very gratifying and general increase of business, especially in the West and South; and the additional sum necessary to pay the increased salaries of postmasters, including three hundred and thirty-five special adjustments made during the year, amounts to \$563,400, or 18.14 per cent. more than last year.

*Work done and amounts allowed in the salary and allowance division during the year.*

Items fiscal year 1881-1882.	Number.	Amounts.
Number of letters received .....	8,806	.....
Number of letters written .....	7,398	.....
Number of circular letters sent out .....	13,503	.....
Number of allowances for clerk hire made .....	2,260	\$3,908,396 00
Number of allowances for clerk hire declined .....	1,694	.....
Number of allowances for rent, fuel, and light made .....	499	401,978 04
Number of allowances for rent, fuel, and light declined .....	171	.....
Number of allowances for miscellaneous items made .....	3,177	68,594 76
Number of allowances for miscellaneous items declined .....	855	.....
Number of allowances for furniture made .....	258	20,716 64
Number of allowances for furniture declined .....	244	.....
Number of allowances for stationery made .....	2,628	56,517 23
Number of allowances for stationery declined .....	918	.....
Number of allowances for advertising, third and fourth quarters of 1882 .....	21	5,990 50
Number of cases sent to chief special agent for information .....	189	.....
Number of postmasters' salaries readjusted .....	2,542	*563,400 00
Number of fourth-class offices reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000, exclusive of commissions on money-order business .....	192	.....
Number of fourth-class offices assigned to the third class .....	145	.....
Number of cases made special .....	787	.....
Miscellaneous: .....		
Discontinued rent .....	5	910 00
Discontinued clerk hire .....	17	370 40
Presidential offices relegated to the fourth class .....	9	.....
Number of lease cases prepared .....	33	.....
Number of leases in operation .....	3.3	.....

^ Increase as compared with past fiscal year.

*Work done and amounts allowed in the salary and allowance division—Continued.*

Items fiscal year 1881-1882.	Number.	Amounts.
Miscellaneous.....	29	2,486 13
Rent, light, and fuel .....	26	6,091 00
Furniture.....	8	313 25
Stationery ..	15	131 47
Average number of employes .....	4	.....

In addition to the above a large amount of routine and special work was performed during the year.

This is one of the most important divisions of this office, and among the duties assigned to it are the supervision and the adjustment of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes; the examination of the quarterly returns or accounts of the said postmasters before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the consideration of applications for allowances for clerk hire, rent, fuel, light, stationery, furniture, and miscellaneous expenditures, and also the adjustment and regulation of the salaries and duties of the clerical forces necessary for the proper transaction of the postal business in the larger offices.

I have endeavored during the past year to increase the efficiency of this division, and extend its operations to some details in post-office matters properly within its sphere, but to which attention had not heretofore been systematically directed. This has been particularly the case in the matter of revenues derived from box-rents. I found the method of collecting and accounting for such moneys very imperfect, owing largely to the indifference and carelessness of a large number of postmasters in making returns for the same; and in order to correct this evil a new system has been adopted, which was put into operation July 1 last. Under the new system each postmaster at offices of the first, second, and third classes is furnished with a small book, with necessary blank receipts with stubs to correspond, and when a box or drawer is rented the renter receives a receipt for the amount paid for the same, and the stub, when filled out and returned with the sworn statement of the postmaster at the end of the quarter, serves to show to the Auditor the name of the person renting the box or drawer, the number, and the amount of rent paid for it, and the time for which it was rented. This plan is in my opinion a great improvement upon the old one, and it has already been found to work advantageously both to the patrons of the offices and the department, and therefore an increase in the revenue from this source may reasonably be expected in the near future.

A more difficult matter in this connection I have found to be the perfecting of an arrangement or scheme by which the box-rents at the larger offices shall be adjusted or equalized so as not to do injustice to the patrons nor deprive the department of a proper equivalent for the benefits extended; and I hope, in a short time, to find a solution of the matter which will give satisfaction in each city, and, at the same time, materially contribute to an increase of the receipts from this source. Heretofore this matter has been left to the discretion of the postmasters, with only a partial supervision of the department.

As you well know, a great difficulty has always been experienced in regulating the different allowances, especially for clerical services, in many of the larger offices, so that no injustice would be done to any of

them; and the business of receiving and dispatching the mails would, at the same time, be properly performed.

During the past year, in order to overcome this difficulty, which is greatly increased in consequence of the unexampled growth of postal business at many of these offices, and the consequent necessity for additional allowances for clerk hire in them, you directed the formation of a commission, to be composed of individuals experienced in postal matters, which should visit the post-offices of the principal cities in the North, East, and West, for the purpose of examining, among other things, into their arrangements for the dispatch of business, and also the necessity for present and future allowances for clerical service.

The duties of the commission were performed under my direction, and, it affords me pleasure to state, with the most satisfactory results. The commission found an inequality in the salaries paid in the different offices for the same class of work. It was also found that salaries were fixed with a view to the parties holding positions, and not with a view to the duties and services attaching to the places. In many of these cases the salaries were considered too high; and, in order to do justice to the overworked and underpaid employés, reasonable reduction was recommended, and, in a few cases where places were found to be mere sinecures, they were abolished altogether, the total amount of such reductions in the eight post-offices visited being \$54,530. In many instances, also, the salaries of industrious and valuable employés were increased to correspond with the importance of the work performed by them.

#### LEASE DESK.

The specific work of the clerk assigned to this desk for the past year may be summarized as follows:

Number of leases prepared .....	33
Number of letters written .....	606
Number of cases referred to the chief post-office inspector for investigation and report .....	88
Number of queries relative to the leasing of buildings for post-offices and stations sent out .....	38
Number of post-office leases, including leases for stations, in operation in the large cities .....	313

Much other clerical service was also performed by this clerk, namely, for the salary and allowance division.

#### LEASES.

In accordance with law no allowance is made for rent except at offices of the first and second classes. Since I took charge of the bureau I have given the matter of leasing buildings for post-offices my most careful attention, and endeavored in every case to procure the most suitable and central buildings, with the best equipments, upon the most favorable terms. I considered this due to the citizens of the communities in which the offices are situated, and also incumbent upon the department as a matter of policy if nothing more; for where the department controls the building, the patrons of the office, of course, expect superior mail facilities, and, as a rule, generally manifest their appreciation of such favors by more liberally patronizing the lock boxes and drawers.

The allowances made for this purpose during the past year were probably greater than for any previous year, as, during that period, at least a dozen buildings have been handsomely and thoroughly fitted up



and leased by the department for post-offices, thus affording, in many instances, accommodations equal to those found in buildings erected and furnished by the government in cities of the same size.

In my opinion the department should encourage the people, where practicable, to offer first-class buildings for post-offices.

DIVISION OF POSTAL LAWS AND REGULATIONS.

The following is a summary of work performed in this division :

Number of letters written to postmasters and to private individuals involving decisions under postal regulations and laws during the past fiscal year .....	8,541
Number of telegrams ordering the forwarding of letters to office of First Assistant Postmaster-General, where they are to be held pending investigation as to whether the facts would justify their delivery to the writer.	326
Number of newspapers and magazines claiming the right to admission as second-class matter that have been examined and admitted or rejected..	3,140
Number of rulings made under postal regulations and statutes which were of such general interest to postmasters and the public as to require their publication in the Postal Guide.....	353
Amount of money collected from publishers of second-class matter for violation of law in inclosing third-class matter in second-class publications.	\$1,733 55

This collection was made through the office of the Third Assistant Postmaster-General, upon investigations made in this office.

The increase during the first quarter of the present fiscal year over the corresponding quarter of the preceding year in the correspondence of this office was something over 40 per cent. During the months of January, February, and March last, the correspondence indicated an average of 12,000 letters during the present year. When it is considered that every letter written in this division involves an examination to ascertain exact questions submitted, and the careful preparation of an answer that is in entire conformity with all other rulings which may have been sent to any other postmaster or private individual upon the same subject, some idea may be formed of the labor involved.

The classification of printed matter is one of the most difficult and delicate duties assigned to this division. It is recognized that the law favors the circulation of legitimate newspapers as a means of education, paying for their transportation and distribution largely from the public treasury, but that it is not the policy of the statute to authorize the transportation at the public expense of publications which are intended to promote the general business in which the owners of such publications may be engaged, outside of their legitimate business as publishers. It is also recognized that newspapers cannot exist if deprived of their legitimate local advertising, and that every business which seeks to reach the public through publications whose main purpose is to attract attention to the business interests of the publishers, takes away from the legitimate newspaper this patronage, without which it cannot sustain itself, even aided by the liberality of the government in the matter of transportation. The efforts, therefore, in this office have been persistent in endeavoring to exclude from second-class rates all publications which under the guise of a newspaper are primarily designed for private advertising purposes.

The responsibility which must be assumed in acceding to telegraphic requests from the writers of letters for their return before delivery is no slight matter. Such letters, where the telegraphic request is indorsed by the postmaster at the office of mailing, upon evidence submitted in full, are ordered from the post-office of destination to be forwarded to

this office, where they are held pending the evidence which has been already considered by the local postmaster, and which again passes under careful consideration here before the destination of the letter is determined.

It is believed that the sums of money collected for violation of the law forbidding the inclosure of matter of higher rate in second-class matter has done much to secure compliance with the statute. The sending out of handbills in newspapers is not only a direct violation of the statute, but is believed to deprive the publications in which they are inclosed of much of their legitimate advertising.

A matter of exceeding difficulty is the large number of cases presented, where the same correspondence is claimed by different persons. Such claims are presented where disputes arise as to the legal occupants of an office where an officer of one corporation, having been removed from office or having resigned, has accepted a like position in another corporation; where firms have made assignments with or without special stipulations as to delivery (conditional or unconditional) of their correspondence to their assignees; where receivers have been appointed by courts; where persons of similar names reside in the same locality; where business firms have dissolved, or their assets have been sold under execution. In these and many other cases that might be mentioned, especially where correspondence addressed to banks is thus in dispute, not only the utmost care must be taken to preserve the rights of the parties asserting their claims, but promptness on the part of this office in expressing its opinion becomes essential, the value of the inclosures within the correspondence depending thereon.

The increase of the work of this office is in such a ratio as will render the present corps of clerks entirely unable to successfully and promptly dispose of it.

This large increase in correspondence is due, in my judgment, chiefly to the distribution of the Official Postal Guide monthly to postmasters, and the rulings and instructions thus placed before them have excited an interest in the postal service and secured not only the exercise of enlightened intelligence in the discharge of the duties of their office, but a care to report all failures on the part of other officials. The revenues have been very largely increased by the earnestness of postmasters in collecting the postage fixed by law, and their desire for the proper administration of their offices is exhibited in the constant presentation of new questions as they arise.

There are at present but four clerks in the division, over which the Law Clerk of the department is placed in general charge by direction of the Postmaster-General. I respectfully recommend that there be added to this division a chief, with a salary at least of \$2,250 per annum. There is a class of correspondence which one holding such a position could satisfactorily discharge without special previous training as a lawyer, and it may be possible with such additional force to discharge the duties of this division during the coming year.

It is a satisfaction that, with all the decisions which have been made affecting personal rights and the classification of publications, no postmaster in obeying the instructions issued from this office has involved himself in any legal proceedings.

#### BLANK AGENCY DIVISION.

No reference was made in my report of last year to the work disposed of in this division, it having been transferred a few months before to

the office of the Postmaster-General. Subsequently the division was restored to this office, and a summary of the labor performed during the fiscal year recently ended is therefore presented.

The work of this division for the past fiscal year was of more than usual magnitude.

The greater part of what is termed "department supplies," *i. e.*, the necessary blanks, paper, twine, letter-balances, and stamps to enable postmasters to make up and forward mails, to record and report the same, as well as to account for the business of the offices to the department and to the Sixth Auditor of the Treasury, are sent from this division.

Of these supplies there were forwarded during the last fiscal year as follows:

Blanks for statements and accounts of postmasters.....	48, 176, 950
Books for records of post-office business.....	82, 793
Facing slips for rating up packages.....	32, 736, 600
Marking and rating stamps of all kinds.....	6, 589
Jute twine (pounds).....	443, 102
Hemp twine (pounds).....	116, 439
Cotton twine (pounds).....	5, 733
Letter balances and scales.....	2, 621
Wrapping-paper (reams).....	13, 821

The total appropriations and expenditures for the above articles for the fiscal year were as follows:

Appropriations.....	\$105, 000 00
Expenditures.....	96, 892 53
Leaving a balance of.....	8, 107 47

Additional information concerning the above expenditures will be found in the tabular statement marked D, and appended to this report.

By the act of Congress dated the 4th of May last, provision was made for supplying all post-offices, the gross receipts of which were less than \$50 per annum, with letter-balances, marking-stamps, ink and pads. This legislation was, at most, a necessity, as this class of offices could not, under the terms of the postal laws and regulations, be furnished with these facilities for business at public expense.

It is expected that more than 7,000 offices will, before the end of the present fiscal year, be thus supplied, and their postmasters will be thereby enabled to make up and dispatch the mails with more accuracy and the government be saved a very considerable sum of money from having the mailable matter emanating from these offices carefully rated up and the stamps upon it properly canceled.

It is recommended in the estimates for this bureau that a sufficient sum of money shall be appropriated for the next fiscal year, not only to furnish all other offices of this grade, estimated to be about 3,000 in number, with these appliances, but that the amount shall also be so large as to admit of extending these benefits to all other offices not now in possession, at department expense, of these facilities.

The accounts of this department for the printing, binding, &c., executed at the Government Printing Office are kept in this division. The appropriation for this work for the last fiscal year was \$150,000, of which amount \$130,582.66 was expended.

It should be stated, however, that the amount above mentioned does not include the cost of the work and material for the printing, binding, &c., of the money-order division of this department, which work is also



done at that establishment, as these items are paid for, as they have been for the past two or three years, out of the surplus funds of the money-order office.

The blank-agency division is also charged with the purchase and distribution of stationery for the department, and with the keeping of the accounts of the same with the disbursing officer.

The amount appropriated for this purpose in the executive, legislative, and judicial act for the last fiscal year was \$9,000, of which amount \$8,956.96 was expended.

The estimate for this item is prepared in this office and addressed to the Postmaster-General, who submits it in connection with estimates for other matters pertaining to the department.

Including the superintendent and assistant superintendent the number of employes of the division is 13.

While it does not seem imperatively necessary, I think it would materially contribute toward harmony of arrangement in this bureau if the title of this division should be changed, and the salary appropriations therefor should be made in the usual way, viz, by classes.

The title is now "the blank agency of the Post-Office Department," and the employes are—

	Per annum.
One superintendent, at .....	\$1,800
One assistant superintendent, at.....	1,600
Four assistant superintendents, at, each ....	1,200
Two assistant superintendents, at, each .....	900
One clerk, at.....	1,000
One assistant messenger, at .....	720
Three laborers at, each .....	660

In all thirteen.

I have to suggest, and I hope it will meet your approval, that the title of this division be changed to that of the division of postal supplies, and the salary appropriations for it be hereafter made as follows: For superintendent, \$2,250 per annum; one clerk class 4; one clerk class 3; four clerks class 1; one clerk at \$1,000 per annum; two clerks at \$900 per annum; two assistant messengers; three laborers. In all, fifteen employes.

This will be an addition of two employes, one as superintendent, at \$2,250 per annum, and one assistant messenger, and in amount of salaries \$2,970 more than is now appropriated.

This change would, in my opinion, place the division upon a better footing than it is at present, render the bureau more compact, classify all its employes to better advantage, and promote the interest of the service.

#### LETTER-BOOK CLERKS.

The number of letters recorded during the past year by the two clerks assigned to these desks was 24,444. During the same period the number of papers, references, and circulars directed and mailed by these employes amounted to about 75,000.

#### PRINCIPAL MESSENGER.

All the mail and express matter for the bureau is received and distributed by this employe. The number of letters, papers, requisitions, and packages opened by him during the last fiscal year amounted to 581,932.

Since I have held my present position I have used every opportunity to inform myself as thoroughly as possible regarding the necessary facilities which should be provided by law for the transaction of business to the greatest advantage to the public. I have sought to find how far the present methods of conducting the business were deficient, and what aid could be afforded by additional legislation.

This office now comprises in its practical operations six divisions. They are the appointment, the bond, the salary and allowance, the free delivery, the blank agency, and postal laws and regulations.

Of these divisions there are three through which disbursements are authorized. The salary and allowance division is charged with the disbursement approximately of \$5,000,000. The free delivery division superintends the disbursement of \$3,500,000. The blank agency has charge of the expenditures for printing, binding, stationery, &c., amounting for the past year to \$325,000.

Of all the six divisions only two of them have chiefs recognized by law. Their designation and salaries are as follows: Superintendent free delivery, \$2,100; superintendent blank agency, \$1,800. The other four divisions (appointment, postal laws and regulations, bond, and salary and allowance) have no head or chief recognized by such a term in the law making appropriation for this office, but the business of these divisions is supervised within this office through a clerk of the fourth class (\$1,800 per annum), who is assigned to such duty by me.

Now, while my experience has satisfied me that the work is performed as accurately and satisfactorily as it can be done under existing law, I am very decidedly of the opinion that it would secure still greater efficiency and intelligence in the administration of the different divisions if Congress were to place the responsibility of the proper performance of the different kinds of clerical labor upon officers designated by law, with salaries advanced above that of the ordinary clerical force of the department, and with duties that could be clearly defined by the head of this office. This personal responsibility, with the feeling that there is a recognition of the special efforts made by such chiefs of divisions, will secure greater earnestness in the discharge of duty, and the proper increase of salary in simple justice to those who are so placed in charge of the various divisions.

These considerations have induced me to urge that you should especially call the attention of Congress to the propriety of reorganizing the office of the First Assistant Postmaster-General, so as to create by law divisions to be known as Appointment, Bond, Postal Laws, and Regulations, and the Salary and Allowance, with salaries to the chiefs of such divisions of \$2,250 per annum, and the salaries of the superintendents of Free Delivery and of what has heretofore been known as the blank agency should be increased to that sum. The latter division, in my judgment, would be more properly designated as the division of post-office supplies. If this latter division were recognized by law as belonging to the office of the First Assistant Postmaster-General, its administration would be regulated by the orders of the head of this office, and the clerical force supplied, promoted, or diminished, as the exigencies of the service required; whereas it now needs the specific authority of Congress for any increase of the clerical or laboring force of the blank agency.

I feel assured that if these recommendations should be adopted by Congress it would result in very great benefit to the public service, by promoting discipline and increasing efficiency in the clerical service, which cannot be fully secured without thorough organization in a department covering so vast an extent of territory, and so intimately

related to the daily life of every citizen, where uniformity of administration is of vital importance. It is essential that the lines marking the duties assigned and fixing the jurisdiction of every division of this office should be so clearly drawn that all correspondence can at once be referred to the division to which the subject-matter is assigned.

There is nothing that produces such irritation in the public mind as a feeling that through the postal service absolute equality of rights and privileges is not accorded to every citizen, and unless the chiefs of each division can be assured that the duties which they are called upon to discharge are clearly and distinctly within their jurisdiction, and that they alone are responsible to the head of the office for their discharge, it is impossible to avoid inharmonious rulings and irregular administration over such a territory as is covered by the postal service.

#### STATIONERY FOR POST-OFFICES.

Under the present regulations, stationery for use in post-offices of first and second classes is now purchased by postmasters at their offices in such quantities as are supposed to be necessary, without application being made to the department.

The bills for stationery thus purchased by postmasters, if not considered unreasonable, are allowed in this office and approved and passed by the Auditor. As a consequence of this rule, the prices returned for stationery by the different postmasters vary considerably, frequently for similar articles, and the quantities used often seem excessive. The expenditures for this item during the last fiscal year were \$56,517.28, many of the articles being for the use of post-office inspectors and for superintendents of the railway mail service.

The estimate for the same for the next fiscal year, which has been submitted in the regular way, is \$65,000.

The estimate for the department stationery for the next fiscal year will probably be \$15,000.

I think it would be decidedly in the interest of economy to unite the two items; to advertise for bids for the supply of such stationery as is needed for the department and for post-offices, and when procured distribute it only in moderate quantities and not unless applied for. This, in the main, is the present practice, so far as the departmental stationery is concerned.

If this change should be ordered by you, authority would have to be given by Congress for employing three or four more clerks in this office to attend to the increased business; but as the stationery could then be contracted for in large amounts, I have no doubt it would be procured cheaper than by the present method of paying the current retail rates where each postmaster purchases separately.

As it is my desire that the expenses of this bureau should be reduced wherever practicable, I hope the suggestions in regard to this matter will meet your approbation.

In concluding, permit me to say that it is my conviction that the changes which have taken place among the employés in this office during the past year have resulted in material benefit to the service, and that the labor which the clerical force has been called upon to perform, always large, various in character, and requiring promptness and fidelity, has been, on the whole, satisfactorily attended to. Further, I sincerely hope that the foregoing different statements relative to the disposition of the appropriations intrusted to this bureau, the establishment and discontinuance of post-offices, the extension of the free delivery service,

the benefit derived from the postal commission, and the various other matters referred to, will convince you that the duties devolving upon me have been performed with a desire on my part to deal fairly and justly with all sections of the country.

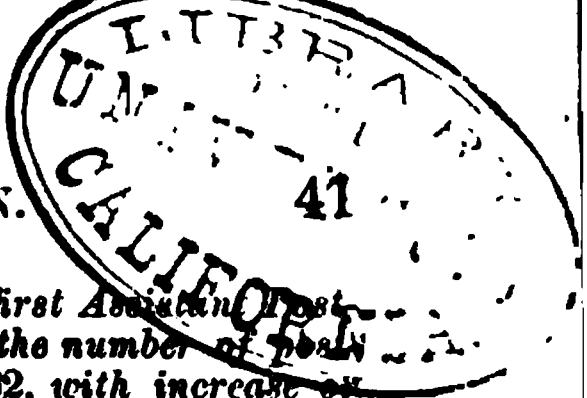
Very respectfully,

FRANK HATTON,  
*First Assistant Postmaster-General.*

Hon. T. O. HOWE,  
*Postmaster-General.*



OPERATIONS OF APPOINTMENT DIVISION.



—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1882; also statement of the number of post-offices in each State and Territory June 30, 1881, and June 30, 1882, with increase or decrease.

States and Territories.	Post-offices.				Postmasters.			Total number of cases.	Whole number of post-offices June 30, 1881.	Whole number of post-offices June 30, 1882.	Increase.	Decrease.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removed.	Deceased.					
Alabama .....	101	57	9	1	238	17	8	430	1, 216	1, 260	44	.....
Alaska .....	1	.....	1	.....	2	.....	.....	4	3	4	1	.....
Arizona .....	16	14	7	3	41	8	1	82	113	115	2	.....
Arkansas .....	92	80	34	12	236	40	13	495	968	980	12	.....
California .....	71	36	9	3	125	12	15	268	912	947	35	.....
Colorado .....	88	43	17	2	123	6	2	279	393	438	45	.....
Connecticut .....	6	.....	.....	.....	47	2	8	63	454	460	6	.....
Dakota .....	144	41	47	16	89	19	1	341	434	537	103	.....
Delaware .....	4	.....	.....	.....	3	4	1	12	113	117	4	.....
District of Columbia .....	.....	.....	.....	.....	2	1	1	4	5	5	.....	.....
Florida .....	58	34	7	3	70	12	8	189	368	392	24	.....
Georgia .....	118	40	22	5	257	14	12	463	1, 157	1, 235	78	.....
Idaho .....	29	11	.....	.....	28	3	2	73	112	130	18	.....
Illinois .....	59	28	26	6	317	48	17	495	2, 044	2, 075	31	.....
Indiana .....	84	33	17	7	341	45	14	534	1, 684	1, 735	51	.....
Indian Territory .....	24	5	2	2	38	1	2	72	91	110	19	.....
Iowa .....	103	61	50	10	303	51	16	584	1, 512	1, 554	42	.....
Kansas .....	114	102	99	63	333	25	10	683	1, 551	1, 563	12	.....
Kentucky .....	135	39	27	5	331	26	14	572	1, 414	1, 510	96	.....
Louisiana .....	54	25	11	6	104	19	4	217	490	519	29	.....
Maine .....	20	10	1	.....	60	16	10	117	946	956	10	.....
Maryland .....	46	11	6	3	93	10	12	178	714	749	35	.....
Massachusetts .....	13	3	4	1	62	2	12	96	761	771	10	.....
Michigan .....	93	39	37	25	231	28	14	442	1, 425	1, 479	54	.....
Minnesota .....	56	45	43	21	172	11	8	335	1, 014	1, 025	11	.....
Mississippi .....	62	33	9	8	125	31	9	269	752	781	29	.....
Missouri .....	134	39	41	14	387	79	24	724	1, 789	1, 864	75	.....
Montana .....	50	21	4	2	39	3	2	119	156	185	29	.....
Nebraska .....	65	44	56	34	174	22	7	368	820	841	21	.....
Nevada .....	19	8	1	1	28	2	2	60	121	132	11	.....
New Hampshire .....	18	2	3	1	30	10	10	73	463	479	16	.....
New Jersey .....	23	2	8	2	64	9	12	118	691	712	21	.....
New Mexico .....	50	26	8	2	55	6	.....	145	148	172	24	.....
New York .....	73	19	24	6	234	56	32	438	2, 988	3, 042	54	.....
North Carolina .....	138	55	27	2	204	24	19	467	1, 507	1, 590	83	.....
Ohio .....	104	35	23	6	376	38	22	598	2, 473	2, 542	69	.....
Oregon .....	41	17	12	6	72	6	5	153	373	397	24	.....
Pennsylvania .....	117	26	33	14	399	38	32	645	3, 505	3, 596	91	.....
Rhode Island .....	3	.....	.....	.....	13	1	5	22	118	121	3	.....
South Carolina .....	75	32	20	5	113	20	6	266	692	735	43	.....
Tennessee .....	144	43	22	7	309	26	9	553	1, 524	1, 625	101	.....
Texas .....	154	80	28	7	353	27	12	654	1, 364	1, 438	74	.....
Utah .....	12	19	6	2	33	22	4	96	225	218	.....	7
Vermont .....	2	1	4	1	42	3	6	58	497	498	.....	.....
Virginia .....	106	54	20	5	244	143	14	581	1, 791	1, 843	52	.....
Washington .....	43	15	9	5	50	6	1	124	254	282	28	.....
West Virginia .....	119	41	24	8	157	19	8	368	914	992	78	.....
Wisconsin .....	76	45	38	21	176	15	14	364	1, 368	1, 399	31	.....
Wyoming .....	9	13	3	1	23	.....	1	49	85	81	.....	4
Total .....	3, 166	1, 447	890	349	7, 346	1, 021	461	14, 340	44, 512	46, 231	1, 730	11



## C.—Statement of the operations of the free-delivery

Post-offices.	Carriers in service June 30, 1882.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio .....	5	528,442	192,675	41,528	38,837	2,532	477,474
Albany, N. Y. ....	30	2,719,591	560,046	328,111	298,241	10,690	1,503,923
Allegheny, Pa. ....	12	1,199,096	310,488	211,683	150,853	8,920	1,063,867
Atlanta, Ga. ....	10	1,638,088	466,903	133,903	152,550	26,093	1,347,348
Auburn, N. Y. ....	6	661,510	185,368	92,048	33,865	2,851	434,943
Augusta, Ga. ....	6	389,048	148,694	36,362	24,177	6,485	293,484
Augusta, Me*. ....	4	458,045	143,020	14,465	8,494	21,317	129,739
Baltimore, Md. ....	93	6,896,285	1,664,639	1,473,743	1,392,170	52,125	3,669,940
Bangor, Me. ....	4	306,633	78,042	25,237	13,070	2,800	191,234
Bloomington, Ill. ....	6	547,385	206,324	37,519	45,563	4,676	468,571
Boston, Mass. ....	217	15,719,649	4,537,958	6,988,975	4,078,109	95,608	10,117,756
Bridgeport, Conn. ....	7	439,810	118,619	68,654	41,149	2,377	356,013
Brooklyn, N. Y. ....	127	7,573,894	2,025,920	2,365,712	1,865,772	46,133	5,150,305
Buffalo, N. Y. ....	38	5,093,920	853,684	801,738	755,199	39,511	3,871,496
Burlington, Iowa. ....	7	918,367	172,539	108,107	108,513	9,190	608,847
Burlington, Vt*. ....	4	405,881	126,662	45,036	12,706	3,801	310,526
Camden, N. J. ....	8	545,779	200,884	71,972	73,455	3,041	464,483
Charleston, S. C. ....	9	873,636	263,927	92,502	102,903	10,852	455,304
Chicago, Ill. ....	221	30,918,259	6,585,498	6,784,935	4,269,874	305,250	7,225,471
Cincinnati, Ohio. ....	90	8,985,270	1,710,100	1,995,800	1,498,000	61,797	4,052,280
Cleveland, Ohio. ....	41	5,532,063	1,599,659	989,769	579,346	62,303	3,162,865
Columbus, Ohio. ....	16	1,807,184	564,869	154,608	127,648	14,947	1,282,529
Concord, N. H*. ....	4	449,905	130,873	24,240	19,255	2,711	283,219
Covington, Ky. ....	6	363,253	114,452	25,630	25,045	2,356	254,951
Dallas, Tex. ....	5	439,200	111,187	26,809	30,223	1,663	207,650
Davenport, Iowa. ....	8	892,262	233,084	58,709	50,062	4,806	585,911
Dayton, Ohio. ....	13	1,470,849	451,904	206,806	143,661	12,788	984,581
Denver, Colo. ....	13	1,908,467	438,922	304,424	200,076	9,957	1,175,493
Des Moines, Iowa. ....	9	1,686,949	577,791	153,003	126,012	11,964	1,039,772
Detroit, Mich. ....	36	6,153,244	1,406,306	849,574	463,229	70,792	2,812,959
Dubuque, Iowa. ....	7	655,688	211,099	53,580	44,322	6,993	518,501
Easton, Pa. ....	7	682,499	171,817	65,655	53,028	2,554	421,671
Elizabeth, N. J. ....	7	681,033	137,518	118,874	54,282	2,024	662,992
Elmira, N. Y. ....	8	1,085,582	321,025	76,191	50,776	7,621	471,778
Erie, Pa. ....	8	1,227,821	154,237	103,545	101,640	1,616	796,947
Evansville, Ind. ....	8	874,175	310,286	34,972	65,706	7,862	722,351
Fall River, Mass. ....	8	518,622	78,061	73,958	61,205	1,041	611,146
Fort Wayne, Ind. ....	8	805,482	118,856	78,586	69,071	5,095	666,905
Galveston, Tex. ....	9	1,211,867	199,379	45,362	26,887	11,859	444,813
Grand Rapids, Mich. ....	12	1,637,467	504,680	220,583	141,396	13,871	1,135,075
Harrisburgh, Pa. ....	7	600,844	219,720	80,475	70,659	3,601	1,025,741
Hartford, Conn. ....	13	1,105,295	298,990	293,327	165,907	5,194	1,072,918
Hoboken, N. J. ....	5	338,965	100,815	32,744	42,428	2,113	155,779
Houston, Tex. ....	5	441,874	104,161	48,062	22,933	5,451	295,697
Indianapolis, Ind. ....	30	3,367,230	964,732	362,793	432,157	23,465	1,926,502
Jackson, Mich. ....	5	558,734	198,744	38,055	34,842	2,624	578,742
Jersey City, N. J. ....	26	1,428,297	365,931	210,126	192,749	7,381	814,832
Kansas City, Mo. ....	23	3,770,179	1,050,827	312,914	218,827	42,757	1,585,762
La Fayette, Ind. ....	5	458,488	168,801	37,827	21,994	3,187	404,089
Lancaster, Pa. ....	7	654,212	173,511	43,284	40,171	2,698	415,100
Lawrence, Mass. ....	9	789,198	99,546	81,532	94,386	1,833	765,896
Leadville, Colo. ....	5	615,751	44,816	25,333	17,799	2,076	189,944
Leavenworth, Kans. ....	6	511,401	107,682	19,094	18,389	2,487	433,566
Little Rock, Ark. ....	5	539,254	134,008	72,383	63,305	5,159	237,410
Louisville, Ky. ....	34	4,446,800	1,090,904	512,732	607,238	49,910	2,300,958
Lowell, Mass. ....	12	989,679	209,799	108,144	80,325	3,187	586,196
Lynn, Mass. ....	11	814,878	242,205	66,850	104,929	1,498	543,803
Macon, Ga. ....	5	518,507	217,443	22,833	19,837	8,169	361,993
Manchester, N. H. ....	7	657,044	185,787	35,175	52,320	2,972	566,015
Mansfield, Ohio. ....	4	369,956	142,207	24,742	10,533	4,407	270,614
Memphis, Tenn. ....	13	1,518,865	232,555	125,390	140,012	19,274	517,095
Meriden, Conn. ....	5	177,700	43,399	31,917	24,158	797	131,763
Milwaukee, Wis. ....	34	4,502,612	738,644	700,563	589,869	36,749	1,887,265
Minneapolis, Minn. ....	18	1,619,330	333,539	200,892	139,186	10,719	1,163,414
Mobile, Ala. ....	6	394,358	97,238	47,340	43,379	5,069	563,436
Nashville, Tenn. ....	14	1,565,134	469,820	124,830	154,801	23,808	1,218,437
Newark, N. J. ....	30	2,536,584	731,068	555,642	429,764	14,671	1,380,515
New Bedford, Mass. ....	8	759,427	143,468	87,633	42,742	1,705	513,652
New Haven, Conn. ....	19	1,448,229	286,801	323,803	175,525	8,197	1,350,554
New Orleans, La. ....	50	2,168,892	354,204	376,917	380,113	39,243	1,573,136
New York, N. Y. ....	543	53,571,667	11,391,452	32,993,469	13,424,710	523,559	17,860,616
Norfolk, Va. ....	7	678,202	239,754	66,183	66,856	3,383	442,453

\* Established July 1, 1881.

system for the fiscal year ended June 30, 1882.

Letters.	Collected.		Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.	
412,955	152,133	131,106	1,977,682	395,536	\$3,359 95	1.7	\$671 99	\$1,765 71
1,745,021	583,314	237,831	7,986,268	266,209	27,041 55	3.4	901 38	10,969 47
723,702	248,318	128,947	4,045,374	337,114	9,845 03	2.3	778 75	9,313 54
793,028	357,621	99,859	5,015,393	501,539	6,937 47	1.4	693 75	6,880 66
469,454	153,077	81,025	2,114,141	352,157	4,774 44	2.3	795 74	2,495 04
248,306	100,175	30,257	1,276,988	212,831	4,453 78	3.5	742 30	1,926 90
318,209	91,462	30,061	1,214,812	303,703	2,639 87	2.2	659 97	717 62
12,170,818	2,847,861	328,128	30,495,159	327,905	76,861 11	2.5	825 52	50,675 20
392,305	151,567	40,268	1,201,156	800,289	3,400 00	2.8	850 00	1,423 86
315,255	150,637	161,426	1,937,356	822,893	5,144 59	2.6	857 43	1,540 52
24,803,834	9,544,543	6,503,828	82,389,700	379,676	185,267 51	2.5	853 77	288,049 13
277,557	84,553	29,501	1,418,233	202,605	5,639 11	3.3	805 59	3,300 54
6,569,271	2,853,750	984,397	29,435,154	231,773	104,285 76	3.5	821 15	196,533 54
3,778,113	1,705,007	545,059	17,443,727	459,045	35,247 03	2	930 18	26,805 98
567,168	186,340	137,066	2,816,137	402,305	5,690 96	2.2	812 99	3,464 06
321,469	102,740	135,625	1,464,446	366,111	2,648 37	1.8	662 09	1,475 89
379,938	100,862	53,026	1,892,940	236,617	5,921 80	3.1	740 22	2,405 16
671,992	284,418	92,685	2,847,719	816,413	7,160 64	2.5	795 63	3,496 75
40,193,082	10,842,698	7,711,940	114,832,007	519,602	187,486 00	1.6	848 35	283,716 43
5,456,120	2,000,930	1,524,910	27,285,207	303,169	75,580 28	2.7	839 78	81,891 28
4,037,908	1,635,485	687,578	18,286,976	446,024	36,561 21	2	891 73	50,727 45
1,013,997	475,057	138,464	5,579,303	848,706	12,274 82	2.2	767 19	6,288 40
282,641	107,513	59,959	1,360,816	340,079	2,704 81	2	676 20	1,400 01
202,927	71,887	49,199	1,109,700	184,950	4,652 21	4.2	775 37	908 10
293,878	113,842	48,927	1,273,379	250,676	4,264 08	3.3	852 82	2,313 13
445,185	177,128	55,663	2,502,810	312,851	6,829 12	2.7	853 64	2,415 00
944,171	465,709	376,688	5,007,157	385,166	10,852 16	2.2	834 78	6,296 57
1,209,622	296,901	227,524	5,771,886	443,953	9,231 85	1.6	710 14	12,722 21
983,317	543,397	225,692	5,347,897	594,211	7,061 94	1.3	773 55	5,112 99
2,669,955	858,355	345,612	15,630,026	434,167	33,154 17	2.1	920 95	22,995 11
591,049	235,132	89,026	2,405,390	343,627	5,450 00	2.3	778 57	1,723 83
451,976	196,125	293,827	2,339,150	834,164	5,744 61	2.4	820 66	2,048 86
359,124	122,766	57,959	2,196,572	313,796	5,336 78	2.4	762 40	3,121 31
407,087	178,509	60,558	2,659,127	332,891	5,855 43	2.2	731 93	2,338 87
423,446	171,866	50,472	3,031,590	378,949	6,787 83	2.2	848 48	4,064 10
488,877	251,996	83,477	2,839,702	354,963	6,643 92	2.3	830 49	1,711 00
287,661	60,706	60,542	1,752,942	219,118	5,542 42	3.2	692 80	2,575 77
509,306	178,170	48,769	2,475,190	309,399	6,345 37	2.6	793 17	3,209 03
720,394	293,112	97,629	3,050,802	338,178	6,126 03	2	680 65	2,168 18
1,435,327	489,950	209,016	5,787,365	482,280	8,126 11	1.4	677 18	6,552 46
234,234	116,364	21,443	2,373,081	339,012	5,400 00	2.3	771 43	2,787 68
700,517	190,864	650,665	4,483,677	844,898	9,713 43	2.2	747 19	11,150 13
152,991	80,686	11,136	917,457	183,491	3,482 68	3.8	696 54	1,272 91
127,792	30,637	12,273	1,088,880	217,776	4,741 70	4.4	948 34	1,750 97
2,125,168	845,481	320,961	10,368,489	345,616	28,857 28	2.8	961 91	11,573 41
281,576	130,712	37,018	1,861,047	372,209	3,977 26	2.1	795 45	1,339 72
951,477	347,345	151,734	4,469,872	171,918	21,478 80	4.8	826 11	7,402 44
1,635,821	698,006	411,156	9,726,249	422,880	16,506 55	1.7	717 68	12,658 39
280,978	130,422	40,897	1,546,683	309,357	4,251 30	2.8	850 26	1,399 61
198,419	80,861	16,658	1,624,914	212,131	4,930 46	3.3	704 35	1,531 34
839,339	122,228	101,602	2,895,560	821,729	7,927 11	2.7	880 79	2,757 73
174,950	28,881	31,721	1,181,271	226,254	4,285 05	3.8	857 01	1,252 63
497,669	109,424	83,068	1,782,780	297,130	3,693 20	2.1	615 53	889 75
414,099	156,711	39,831	1,662,160	332,432	4,259 95	2.5	851 99	2,914 25
2,906,680	1,118,918	544,707	13,578,847	399,377	31,007 98	2.3	912 00	23,093 59
618,469	174,796	67,612	2,838,207	236,517	9,128 59	3.2	760 72	4,645 20
523,549	227,088	58,683	2,583,483	234,862	8,120 87	3.1	738 26	3,101 67
470,412	254,030	77,344	1,950,568	390,114	3,372 80	1.7	674 56	1,026 38
308,797	110,738	23,481	1,942,829	277,475	5,067 55	2.6	723 94	1,896 92
213,511	94,579	27,626	1,168,175	289,544	2,508 96	2.2	627 24	1,245 95
634,574	225,597	96,793	3,510,155	270,012	11,068 00	3.1	851 38	4,012 87
59,477	25,070	5,913	500,194	100,039	3,400 00	6.8	680 00	3,727 41
2,398,123	809,576	355,868	12,019,269	353,508	30,148 04	2.5	886 71	22,105 06
1,053,921	327,413	116,906	4,965,320	275,851	12,321 69	2.5	684 54	8,683 62
383,478	98,072	170,164	1,802,534	300,422	5,114 19	2.8	852 86	2,038 16
621,829	256,680	110,618	4,545,957	824,711	9,610 68	2.1	615 05	5,273 24
1,506,508	619,345	191,979	7,966,076	265,536	25,284 61	3.2	842 82	16,924 66
410,519	126,613	29,228	2,114,987	264,373	7,115 91	3.6	889 49	2,573 29
979,880	206,703	164,270	4,943,962	260,208	16,492 10	3.3	868 00	15,749 89
2,690,421	855,508	937,837	9,376,171	187,523	44,834 64	4.8	896 69	19,221 51
74,948,429	19,058,789	4,745,512	238,518,203	439,260	457,796 41	1.9	843 27	1,620,667 35
757,826	388,666	110,990	2,754,313	393,473	5,509 00	2	787 00	3,141 96





system for the fiscal year ended June 30, 1882—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece, in mills.	Per carrier.	
497,985	119,230	82,117	2,315,382	231,538	\$7,042 41	3.3	\$764 24	\$2,357 85
474,985	273,918	77,077	8,702,869	308,531	8,937 49	2.4	761 46	7,620 86
330,256	124,069	50,385	1,506,089	251,015	5,116 17	3.4	852 69	1,118 47
415,126	156,128	105,392	2,729,473	272,947	7,146 51	2.6	714 65	3,534 26
727,627	232,227	122,309	2,908,347	323,150	7,179 88	2.5	797 71	2,404 91
331,885	213,301	33,740	1,683,908	280,651	4,671 72	2.8	778 62	982 06
43,303,391	16,291,112	10,659,304	144,894,869	433,817	293,698 77	2	879 84	488,077 80
2,623,389	937,852	355,236	12,056,040	317,264	33,967 25	2.8	899 14	32,524 60
975,491	377,255	173,943	3,582,862	358,286	8,500 80	2.4	850 08	5,233 48
512,887	92,966	49,747	1,333,175	266,635	4,608 75	3.4	901 75	2,446 51
178,632	80,069	162,243	1,374,618	343,654	3,400 00	2.5	850 00	972 86
687,090	147,692	110,236	2,401,617	343,088	5,971 95	2.5	853 14	2,297 88
1,563,392	490,664	171,836	6,277,874	202,512	26,412 43	4.2	852 66	28,623 83
449,856	212,935	41,137	2,651,686	331,461	6,732 87	2.5	841 61	2,129 42
439,751	223,854	52,144	2,634,220	263,422	8,491 39	3.3	849 14	3,317 60
298,550	121,733	108,116	1,567,913	261,319	3,530 94	2.2	588 49	1,890 01
966,385	389,065	131,573	4,664,060	259,114	14,460 08	3.1	803 34	5,152 04
1,792,810	541,690	282,058	9,960,537	343,467	24,385 51	2.4	840 88	16,036 92
288,421	57,392	31,538	1,077,446	215,489	4,770 96	4.4	954 19	1,599 97
1,032,829	405,889	184,096	4,682,223	468,222	7,610 27	1.7	761 03	5,321 71
8,864,219	3,275,924	2,252,277	41,665,249	325,510	119,647 59	2.9	934 73	94,561 43
1,762,185	546,985	171,993	7,117,297	355,865	13,953 25	1.9	697 66	8,191 66
302,619	94,125	65,147	1,600,317	228,617	5,239 13	3.3	748 45	1,971 24
7,453,551	1,639,282	1,546,621	23,046,513	365,822	61,650 81	2.7	906 63	61,920 47
605,245	199,917	91,924	2,197,889	274,736	5,900 00	2.2	737 50	6,457 74
255,062	127,945	55,976	1,872,025	267,482	5,230 05	2.3	747 15	1,757 38
417,710	147,391	55,118	2,349,589	293,699	6,802 10	3	850 26	5,092 30
208,386	94,408	28,951	1,763,615	251,945	5,192 75	3	741 82	2,472 26
990,069	403,674	156,762	6,153,348	307,667	15,263 58	2.5	763 18	8,466 40
641,512	354,063	236,450	3,043,166	380,396	6,356 15	2.9	794 52	2,462 10
1,286,738	553,067	302,809	5,800,991	386,733	12,955 85	2.2	863 72	5,533 34
686,696	216,867	65,509	3,032,339	505,390	4,499 88	1.5	783 81	3,905 05
460,646	36,091	28,741	1,659,478	207,435	5,528 21	3.3	691 03	3,930 61
2,059,080	621,301	573,918	8,283,122	460,173	18,973 81	1.7	776 32	11,483 06
963,148	406,139	126,680	4,087,691	336,474	10,286 26	2.5	857 19	4,180 71
2,996,525	887,439	674,841	13,528,453	221,777	48,477 99	3.6	794 72	26,771 96
716,014	263,737	106,434	2,806,520	280,652	6,663 43	2.4	666 34	2,329 73
471,940	195,628	31,061	2,620,335	262,031	8,562 53	3.3	856 25	4,746 68
499,549	194,887	43,558	2,919,104	224,546	10,948 96	3.7	843 23	6,719 00
295,991	157,006	107,102	1,519,829	305,966	3,469 62	2.3	693 92	1,131 68
308,852,819	99,421,132	61,722,814	1,143,518,887	367,455	2,617,574 56 5,688 18	2.3	835 75	3,816,576 09
					2,623,262 74			

Statement showing the total amount of post-office supplies received and issued during the quarter ending June 30, 1882, by D. W. Rhodes, superintendent blank agency, Post Office Department.

RECEIVED.

Date.	Stamps.							Twines.		Cotton.	Balances.				Paper.			
	Hours, No. 1.	No. 1.	Octg.	No. 2.	Nme.	Mals.	Steel-type.	Metal-type.	Jute.		Hemp.	8 ounces.	4 pounds.	62 pounds.	240 pounds.	Bard. hds.	20 x 25.	26 x 40.
Balance.....																		122
April 5.....									6,817	1,144							1,228	
12.....									10,000	1,200								
13.....									6,154	1,801								
19.....									6,000	1,171	9,730							
24.....									10,020	1,109	737							
May 8.....									10,020	4,674								
15.....	70	203	41	310	162	200	1,302	720	10,010	4,166					1			
20.....									10,000	2,900								
25.....									8,000									
29.....									3,000	2,850								
June 1.....										1,644							1,960	83
6.....									10,199	1,920				30	5			
11.....	18									3,560								
24.....	70	167	393	287	81	200	516	720	21,020	12,990								
27.....	128	157	14	271	1	280		720	14,715									
Gained in issuing.....									8,621									
	284	527	448	868	244	680	1,818	2,160	134,576	41,129	10,467	809	86	19	6	27	3,178	205
Balance on hand.....									16,000	8,404	4,734	315					150	12

ISSUED.

Date.	Stamps.							Twines.			Balances.					Paper, Reams.			
	Hours, No. 1.	No. 1.	Octg.	No. 2.	Nme.	Mals.	Steel-type.	Metal-type.	Jute.	Hemp.	Cotton.	8 ounces.	4 pounds.	62 pounds.	240 pounds.	600 pounds.	Bard. hds.	20 x 25.	26 x 40.
April 5									39,525	10,908	1,185	164	28	6	1			1,009	64
12																			
13																			
19																			
24																			
May 8	70	203	41	310	162	200	1,302	720	39,526	10,909	1,059	164	30	7	1		1	1,010	65
15																			
20																			
25																			
29																			
June 1	18								39,525	10,908	3,489	168	28	6	4			1,009	64
6																			
11	70	167	393	287	81	200	516	720									22		
24	126	157	14	271	1	280		720									4		
27									16,000	8,404	4,734	315						150	12
Balance																			
	284	527	448	868	244	680	1,818	2,160	134,576	41,129	10,467	809	86	19	6		27	3,178	205

D.—Statement showing the total amount of post-office supplies received and issued during the quarter ending June 30, 1882—Continued.

REPORT OF THE POSTMASTER-GENERAL

TOTAL AMOUNT OF DISBURSEMENTS FOR THE YEAR 1881-'82.

Quarter.	Stamps.								Twines.			Balances.					Paper, reams.		
	Hours, No. 1.	No. 1.	Outg.	No. 2.	Nme.	Mals.	Steel-type.	Metal-type.	Jute.	Hemp.	Cotton.	8 ounces.	4 pounds.	62 pounds.	240 pounds.	600 pounds.	Bard. bdls.	20 × 25.	26 × 40.
First .....	156	211	83	310	79	640	.....	625	88,022	24,191	.....	739	178	11	5	3	27	2,809	85
Second .....	83	105	31	237	87	.....	.....	1,075	108,167	24,579	.....	358	85	4	4	2	17	3,535	114
Third .....	291	440	79	532	106	68	.....	9,670	128,837	34,944	.....	530	84	4	4	5	13	4,003	54
Fourth .....	284	527	448	868	244	680	1,518	2,160	118,576	32,725	5,733	494	86	19	6	.....	27	3,028	193
Total.....	814	1,283	641	1,947	516	1,388	1,818	13,530	443,102	116,439	5,733	2,121	433	38	19	10	84	13,375	446

Statement of the different sums appropriated and expended for supplies, on account of the blank agency, Post-Office Department, during the fiscal year 1881-'82.

	Appropriation.	Expended.	Balance.
Wrapping-paper .....	\$20,000	\$19,993 59	\$6 41
Jute twine .....		34,646 06	
Hemp twine .....		12,786 00	
Cotton twine .....	55,000	5,322 58	2,245 36
Balances and scales .....	10,000	10,000 00	
Marking stamps .....	15,000	14,016 25	983 75
Total .....	100,000	96,764 48	3,235 52
Post-Office printing and binding .....	150,000	130,582 66	19,417 34
Stationery .....	9,000	8,956 96	43 04
	259,000	236,304 10	22,695 90

Amount of blanks, books, and facing-slips issued by the blank agency during the year ending June 30, 1882.

Quarter.	Blanks.	Books.	Facing-slips.
First .....	10,781,350	18,984	10,167,600
Second .....	11,301,500	21,037	7,216,000
Third .....	15,500,500	25,679	7,216,000
Fourth .....	10,593,600	17,093	8,137,000
Total .....	48,176,950	82,793	32,736,600

D. W. RHODES,  
Superintendent.

## E.—Estimates for the fiscal year ending June 30, 1884, for the office of the First Assistant Postmaster-General.

Items.	Expenditures for 1880-'81.	Appropriations for 1881-'82.	Expenditures for 1881-'82.	Increase of ex- penditures in 1881-'82 over 1880-'81.	Estimates for 1882-'83.	Appropriations for 1882-'83.	Estimates for 1883-'84.	Increase of es- timate for 1883-'84 over appropria- tions for 1882- '83.
masters .....	\$8,298,742 79	\$7,800,000 00	\$8,964,676 72	\$665,633 93	\$2,800,000 00	\$3,800,000 00	\$10,134,091 25	\$1,334,091 25
1882, deficiency .....		1,192,206 88						
1882, additional .....	8,676,756 22	8,850,000 00	3,908,396 60	231,640 38	4,235,000 00	4,885,000 00	4,850,000 00	465,000 00
6, 1882, and August .....	2,449,911 54	2,000,000 00	2,623,262 74	123,251 20	3,000,000 00	3,000,000 00	3,800,000 00	400,000 00
7, 1882 .....		25,000 00				200,000 00		
For rent, fuel, and light .....	362,714 86	425,000 00	401,979 04	19,263 18	450,000 00	450,000 00	450,000 00	
For office furniture .....	19,298 87	20,000 00	20,716 64	1,419 77	25,000 00	20,000 00	20,000 00	10,000 00
For stationery .....	49,228 45	50,000 00	154,617 28	7,278 83	60,000 00	55,000 00	65,000 00	10,000 00
For miscellaneous and incidental items .....	80,989 15	90,000 00	68,594 76	12,394 89	100,000 00	90,000 00	90,000 00	
For wrapping paper .....	24,900 10	20,000 00	19,063 59	14,906 51	22,000 00	22,000 00	25,000 00	3,000 00
deficiency .....		5,000 00						
For ink, stamping and canceling purposes .....	84,603 38	55,000 00	52,754 64	1,848 74	55,000 00	55,000 00	55,000 00	
For postage and canceling purposes .....	13,499 50	15,000 00	14,144 30	844 80	15,000 00	15,000 00	25,000 00	10,000 00
For ink, stamping and canceling purposes .....	7,097 80	10,000 00	10,000 00	2,002 20	15,000 00	15,000 00	25,000 00	10,000 00
deficiency .....						35,000 00	10,000 00	7,500 00
Totals .....	15,138,650 66	16,257,206 88	16,161,025 31	1,002,364 65	16,777,000 00	17,142,000 00	19,309,091 25	2,237,091 25

\* Deficiency created, \$718.24.

† Deficiency created, \$6,517.78.

‡ Decrease.

Ea.—EXPLANATION OF ESTIMATES.

POST-OFFICE DEPARTMENT,  
OFFICE OF FIRST ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 23, 1882.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1884, under the following heads, viz:

For compensation to postmasters.....	\$10,134,091 25
For clerks in post-offices.....	4,850,000 00
For free-delivery service.....	3,600,000 00
For rent, fuel, and light.....	450,000 00
For office furniture.....	30,000 00
For stationery in post-offices.....	65,000 00
For miscellaneous and incidental items.....	90,000 00
For wrapping-paper.....	25,000 00
For wrapping-twine.....	55,000 00
For marking and rating stamps.....	25,000 00
For letter balances and scales.....	25,000 00
Ink for stamping and canceling purposes.....	10,000 00
Pads for stamping and canceling purposes.....	10,000 00
Total estimate .....	19,369,091 25

or \$2,227,091.25 more than the appropriation for the current year.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$7,550,000 00	\$7,800,000 00	.....
Appropriations.....	7,500,000 00	7,800,000 00	.....
Expenditures.....	8,298,742 79	8,964,676 72	8.02
Deficiency.....	798,742 79	1,164,676 72	45.81

From the above it will be perceived that the expenditures for the fiscal year ended June 30, 1882, exceeded the appropriation for that period in the sum of \$1,164,676.72. In anticipation of a large deficiency, Congress, at its last session, upon the recommendation of the Postmaster-General, appropriated the sum of \$1,192,206.88, or so much thereof as might be necessary, to meet the deficit for this item during the fiscal year. The deficiency reported by the Auditor (\$1,164,676.72) is not so large as the amount appropriated by \$27,530.66; but it is expected that when the delayed returns from postmasters for the year shall have been received, the whole amount appropriated by Congress will be expended. The expenditures for the past fiscal year were also greater than those of the previous year in the sum of \$665,933.93, or 8.02 per cent.

The expenditures for the past year also exceed the appropriation (\$8,800,000) for the current fiscal year by \$164,676.72.

From the foregoing it will appear that a very much larger appropriation for compensation to postmasters should be made for the next fiscal year.

It has been ascertained that the compensation of postmasters bears a direct relation to the gross receipts of the department. The present law



regulating the compensation of postmasters of the fourth class went into operation the 21st July, 1878.

During the first fiscal year of the change, ended June 30, 1878, it required 23.9 per cent. of the gross receipts to pay the compensation of postmasters.

During the fiscal year ended June 30, 1880, 23.1 per cent. was required; for the year ended June 30, 1881, 22.5 per cent. was required; and for the year ended June 30, 1882, 21.4 per cent. was necessary.

It will thus be seen that the decrease in percentage of compensation to postmasters to the gross receipts has been a steady one; and this is only natural, since the great bulk of the receipts is collected at the larger offices, where the salaries are fixed by law. The receipts for the fiscal year ending June 30, 1884, based on an increase of 10 per cent. upon the last fiscal year, have been estimated at \$50,670,456.27. It is believed that not more than 20 per cent. of this amount will be required to pay postmasters for the next fiscal year. Upon this basis it is estimated that \$10,134,091.25 will be necessary for the compensation of postmasters for the year ending June 30, 1884. This amount will be \$1,334,091.25 greater than the amount (\$8,800,000) appropriated for the present fiscal year, or an increase of 15.16 per cent.

An essential element in the above estimate is the increase under the biennial readjustment of July 1st last in the salaries of postmasters at first, second, and third class offices, amounting to \$563,400 more than was paid last year.

CLERKS IN POST-OFFICES.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$3, 650, 000 00	\$3, 850, 000 00	.....
Appropriations.....	3, 680, 000 00	{ 3, 850, 000 00	{ 7. 33
Expenditures.....	3, 676, 756 22	{ 100, 000 00	{
		3, 908, 396 60	6. 30

The appropriation of \$3,850,000 for the fiscal year ended June 30, 1882, was found, after six months of the year had expired, to be inadequate for the necessities of the service, and upon the recommendation of the Postmaster-General an additional \$100,000 for the year was appropriated by Congress on the 6th of March last for this item, making the whole amount \$3,950,000. This appropriation was \$270,000, or 7.33 per cent. greater than for the previous year. The appropriation for the present fiscal year is \$4,385,000.

The expenditures for the last fiscal year amounted to \$3,908,396.60, or \$41,603.40 less than the appropriation. In no other fiscal year have the requests for additional allowances for clerical service and separating mails in post-offices been so numerous or so urgent as the past. These requests have been made by postmasters in all sections of the country, but they have been especially necessary in the rapidly-growing portions of the West and Southwest. Postmasters at many of the principal cities in the older States have also applied for additional allowances for clerk-hire, in consequence of the great increase of the business of their offices from registered matter, merchandise passing through the mails,

and from other causes. After the passage of the act granting \$100,000 additional for this purpose for the past fiscal year, I found myself somewhat embarrassed, owing to many deserving applications, in making a proper disposition of it.

The commission referred to in my report to the Postmaster-General was determined upon as a measure of relief, as well as with a view to the better organization of the service in several of the large cities. The adoption of their recommendations resulted in a considerable saving of funds, and furnished a better basis for making future allowances at the offices visited. This did not afford sufficient relief, however, nor have I yet been able, with the appropriation at my command, to grant all the requests from the South and West, which are equally urgent, though the revenue derived from these offices is not so large as from many in the North and East, nor is it in numerous instances at all in proportion to the great amount of labor required.

I have therefore estimated the amount necessary to be appropriated for clerks in post offices for the fiscal year ending June 30, 1884, at \$4,850,000, which is \$465,000, or 10.6 per cent., greater than the appropriation for the current year. I consider this amount absolutely requisite to meet the rapidly increasing and important requests of this character which are constantly being received, and are made necessary by the remarkable expansion of postal business in all sections of the country.

FREE-DELIVERY SERVICE.

The following were the estimates, appropriations, and expenditures for this services and the incidental expenses thereof, during the two past fiscal years :

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$2, 500, 000 00	\$2, 700, 000 00	
Appropriations .....	2, 500, 000 00	{ 2, 600, 000 00	} 5
Expenditures .....	2, 499, 911 54	{ 25, 000 00	
		2, 623, 262 74	4. 93

This system was in operation on the 30th of June last in 112 of the principal cities of the country, and employed 3,115 carriers. It has been extended to 25 other cities since that date.

The regular appropriation of \$2,600,000 for the past fiscal year was increased in the sum of \$25,000, to meet an anticipated deficiency, making \$2,625,000 for the period, and an increase of \$125,000, or 5 per cent., over that of the previous year. The expenditures were \$2,623,262.74 for the fiscal year, or \$1,737.26 less than the appropriation. The cost of the service was increased \$123,351.20 over that of the preceding year, principally owing to the appointment of additional carriers in cities where the service was already in operation. The service was extended to only three cities during the year.

The postage on local matter for the year was \$3,816,576.09, an increase of \$542,945.70 for the year. The average cost per piece for handling matter was 2.3 mills, a decrease of 0.1 mill as compared with the last year. The average cost per carrier was \$835.75, a decrease of \$37.79.

The appropriation for the present fiscal year is \$3,200,000, of which amount \$200,000 was appropriated by the terms of the act of August

2, 1882, which law requires the promotion of carriers to the next higher grade after one year's service.

For the fiscal year ending June 30, 1884, it is estimated that an appropriation of \$3,600,000 will be required in order that free delivery may be extended to other cities possessing the necessary qualifications, either of population (20,000) or of gross revenue (\$20,000) from the post-office; that provision may be made for the development of the service where it already exists, and that the pay of certain carriers may be increased under the provisions of the law above mentioned.

The increase of estimate is \$400,000, or 12 per cent. more than the amount appropriated for the current year.

A detailed explanation of the expenses of this service, as well as of its popularity and usefulness, will be found in my annual report to the Postmaster-General.

RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this item for the two last fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
			Per cent.
Estimates .....	\$450,000 00	\$500,000 00	.....
Appropriations.....	425,000 00	425,000 00	.....
Expenditures.....	382,714 86	401,978 04	5.03

The estimate for these items for the fiscal year ending June 30, 1884, is \$450,000, the same as the appropriation for the current year, and it exceeds the expenditures for the past year in the sum of \$48,021.96, or 11.94 per cent. By law allowances of this character are made only at offices of the first and second classes, or where the salaries of the postmasters are \$2,000 and upwards per annum, and they are usually based upon the amounts received at the different offices from box-rents and the commissions upon the sales of stamps. The increase in these allowances during the past fiscal year over that of the preceding one was \$19,263.18, or 5.03 per cent. Of the whole amount expended, about \$305,000 was for rent of buildings for post-offices.

It has been my endeavor during the time I have been in the department to secure for use, when permitted to do so by the postal laws, a better class of buildings in the different cities for post-offices than have heretofore been occupied, and my efforts have been attended with considerable success in many places. Still further improvements can be made and advantages secured in this particular, as the inhabitants of the larger cities (where government buildings do not exist) have become aware of the importance of a well-built and well-finished structure for postal business. With this object in view I consider that an appropriation of \$450,000 would not be excessive for these items.

I am also of the opinion that some provision should be made by Congress by which postmasters of the third class, whose salaries are \$1,000 and less than \$2,000 per annum, should, to a certain extent, be relieved from the payment of the rent of their offices out of their salaries. Considering that the revenues of the department for the past fiscal year exceeded the expenditures, it seems to me that liberality could be observed in this direction.

OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two years were as follows:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$20,000 00	\$25,000 00	.....
Appropriations .....	20,000 00	20,000 00	.....
Expenditures .....	19,296 87	20,716 64	7.35

The appropriation for this item for the present fiscal year is \$20,000, or the same as for the previous year, and, in my judgment, is entirely too small for the purpose. The postal affairs of the country cannot be properly and expeditiously conducted unless the offices are furnished with suitable facilities in the way of furniture, such as tables for as sorting the mails, desks for writing, racks for hanging the mail-bags, and many other articles which are absolutely necessary for the proper transaction of business. I regret to say that within my own knowledge there are many post-offices so ill-provided in these respects that it is a source of unfavorable comment by their patrons upon the departmental management. Many postmasters have been compelled to provide articles of furniture at their own expense, and assume the risk of disposing of them to their successors. Especially is this the case in the matter of safes, which are indispensable in all of the larger offices. During the past year the applications of postmasters to have offices supplied with them have been more numerous than ever before. Considering that it was, to a certain extent, both economical and proper to provide safes for many of the important offices where much registered matter is sent for distribution to other points, I have made quite a number of allowances for that purpose during the year, and the bills for such items having been presented earlier than was anticipated, a deficiency of \$716.64 has thereby been created. I have estimated the amount requisite for this item for the fiscal year ending June 30, 1884, at \$30,000, an increase of 50 per cent. over the appropriation for the present year, and firmly believe the public interests require it.

STATIONERY IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this item for the past two fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$50,000 00	\$60,000 00	.....
Appropriations .....	50,000 00	50,000 00	.....
Expenditures .....	49,238 45	56,517 28	14

The appropriation for stationery for the current fiscal year is \$55,000, which is \$5,000, or 10 per cent., more than was granted for either of the two previous years, while the expenditures for the year 1881-'82 exceeded the appropriation for this item, for the same period, in the sum of \$6,517.28, thereby causing a deficiency for the year of that amount.

The expenditures for the past year were greater than those of the previous year by \$7,278.83, or 14 per cent.

I much regret that a deficiency should have occurred for stationery during the past year. The causes were that no increase was made in the appropriation for this item for the year, although an estimate for \$10,000 additional was made; that the requests for the articles used under this item are becoming more numerous and urgent each year, and in the same degree in which the postal business is augmented; and further, that by the regulations of the department, postmasters at first and second class offices (the only ones who are entitled to allowances for these items) are permitted to purchase the necessary stationery without making application to the department for the same. The stationery used by many post-office inspectors and railway mail service superintendents has also been paid for out of this item.

It is the first time that a deficiency in this appropriation has occurred in several years, and it could have been avoided if the returns of the postmasters to the Auditor were readily accessible at the end of each quarter. The estimate for this item for the next fiscal year has been placed at \$65,000, an increase of \$10,000, or 18 per cent. over that of the current year, and I know of no good reason why that appropriation should not be made.

#### MISCELLANEOUS AND INCIDENTAL ITEMS.

The following were the estimates, appropriations, and expenditures for these items during the two past fiscal years:

	1880-'81.	1881-'82.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates .....	\$90,000 00	\$100,000 00	.....	.....
Appropriations .....	85,000 00	90,000 00	5.88	.....
Expenditures .....	80,989 15	68,594 76	.....	15.30

The appropriation for the present fiscal year is \$90,000, or the same as for the last year, and is but \$5,000, or 5.88 per cent., greater than that for the year ended June 30, 1880-'81. It will be perceived that the expenditures for the past fiscal year were \$12,394.39, or 15.30 per cent. less than for the year previous. This was mainly due to the fact that the expenses for the miscellaneous and incidental items of the railway mail service, heretofore charged to this office, were, during the last half of that fiscal year, transferred to the accounts of the Second Assistant Postmaster-General's office, in the absence of any specific appropriation therefor. Nevertheless I do not anticipate that the expenditures for these items will again be as low as they were during the past year.

The same necessity exists as heretofore for the rental of telephones, for telegraphic communications, and the many other expenses incidental to the proper dispatch of business in post-offices, and must necessarily increase in proportion as the country expands and the postal business increases. Post-offices cannot be successfully conducted without the numerous little appliances to facilitate business which are ordinarily seen in other large public and private establishments; and I have therefore estimated the amount necessary for these items for the next fiscal year at \$90,000, or the same as appropriated for the present year.



## BLANK AGENCY.

Some time prior to my report of last year this division of the department was detached from this bureau and assigned by the Postmaster-General to his office; hence no estimates were then prepared by me for its appropriations.

The division having been since restored to the office of the First Assistant Postmaster-General, the estimates for its service are again submitted by that officer.

## WRAPPING-PAPER.

The estimates, appropriations, and expenditures for this article for the two past fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates.....	\$20,000 00	\$20,000 00	.....	.....
Appropriations.....	20,000 00	20,000 00	} 25	.....
Expenditures.....	24,900 00	19,993 59		19.70

The appropriation for this item for the current fiscal year is \$22,000, or 10 per cent. over the expenditures of the last year.

In anticipation of a deficiency for this article during the past year, an additional appropriation of \$5,000 was asked for. It was not given, however, until very late in the session (August 5, 1882), and consequently was not available during the fiscal year. It will be observed that the expenditures for the fiscal year 1880-'81 were \$4,906.51 greater than for the last year, which was owing to the greater demand by postmasters for wrapping-paper, and a higher contract price for the article.

To meet the possible increase in the price of wrapping-paper, and to provide for the additional demand, especially for properly preparing packages of registered matter and merchandise for mailing, I have estimated the appropriation requisite for the fiscal year ending June 30, 1884, at \$25,000, or the same as the total amount granted last year, and an increase of 13.63 per cent. over the present appropriation.

## WRAPPING-TWINE.

The following were the estimates, appropriations, and expenditures for this item during the two past fiscal years:

	1880-'81.	1881-'82.	Decrease.
			<i>Per cent.</i>
Estimates.....	\$50,000 00	\$55,000 00	.....
Appropriations.....	55,000 00	55,000 00	.....
Expenditures.....	84,603 38	52,754 64	37.64

The appropriation for the present fiscal year is \$55,000, or the same as for the preceding year. It is also an increase of 4.25 per cent. over the expenditures for this article for the last fiscal year. It will be noticed that the expenditures for the year ended June 30, 1881, were \$31,848.74, or 60.37 per cent. in excess of those for the past year. This was mainly due to the high contract price of the article as compared with previous years. Hence it will be seen that an estimate cannot easily be made for a commodity which is so liable to fluctuate in value, but I submit the same estimate for the year ending June 30, 1884, as for the last year,

\$55,000, in the hope that it will be sufficient to cover all contingencies. This amount is the same as the appropriation for the present year.

MARKING AND RATING STAMPS.

The estimates, appropriations, and expenditures for these articles for the past two fiscal years were as follows:

	1880-'81.	1881-'82.	Increase.
Estimates .....	\$15,000 00	\$15,000 00	.....
Appropriations .....	13,500 00	15,000 00	\$1,500 00
Expenditures .....	13,499 50	14,144 30	644 80

The appropriation for these items for the current fiscal year is the same as for the last one, \$15,000, and exceeds the expenditures for the past year in the sum of only \$855.70.

The expenditures for the fiscal year just closed were but \$644.80 greater than those for the year previous. It will therefore be perceived that the recent appropriations for the above articles have not been at all extravagant.

I have estimated the appropriation necessary for these items for the fiscal year ending June 30, 1884, at \$25,000, an increase of \$10,000, or 66½ per cent. over that for the present year; and have done so for the following reasons:

By the postal regulations it is necessary that the gross receipts of a post-office should be \$50 per annum to entitle it to receive a letter balance and a marking and rating stamp at the expense of the department. This regulation has been productive of much inconvenience both to the postmaster and the public, and has undoubtedly been the cause of considerable loss of revenue to the department, from the failure of the postmaster to properly weigh, rate up, and cancel the postage-stamps upon the mailable matter deposited in his office. The number of post-offices so deprived of these facilities for postal business is estimated at 10,000, and at these offices such stamps as are used have been paid for by the postmaster.

The Postmaster-General having called the attention of Congress to this matter, an appropriation of \$35,000 was made at the last session for the purpose of partially remedying it, and already under the law about 800 fourth-class offices have been supplied "with the necessary implements for canceling stamps and weighing and post-marking mail matter," the limit being the value of \$5 to each office. Itemized this expense is about as follows:

Scales .....	\$2 80
Stamp .....	79
Pad .....	60
Ink .....	40
Total .....	4 59

The above appropriation for this purpose will therefore supply about 7,000 post-offices, and it is with a view of furnishing the remaining 3,000 with these implements, and also supplying all new offices with these materials, that the increase of \$10,000 is in part asked for. Postmasters at many of the larger offices also frequently request to be furnished with new marking and rating stamps, in consequence of the old ones having become damaged or inaccurate. Ordinarily these stamps have to be renewed in all offices after from two to four years' use.

The following were the estimates, appropriations, and expenditures for these items for the two past fiscal years:

	1880-'81.	1881-'82.	Increase.
			<i>Per cent.</i>
Estimates .....	\$10,000 00	\$10,000 00	.....
Appropriations .....	8,000 00	10,000 00	25.00
Expenditures .....	7,997 80	10,000 00	25.03

The appropriation for these articles for the current fiscal year is \$15,000, or 50 per cent. more than for the previous one, and it is likewise 50 per cent. more than the expenditures for the past year, which exceeded those of the fiscal year 1880-'81 in the sum of \$2,002.20, or 25.03 per cent.

In my remarks above in connection with a largely increased estimate for the articles of marking and rating stamps, I have substantially assigned reasons why a much larger appropriation should also be made for letter-balances, scales, and test-weights. I therefore consider further explanation unnecessary for submitting an estimate of \$25,000 for these items. This is an increase of \$10,000, or 66 $\frac{2}{3}$  per cent. over the present appropriation, and, in my opinion, is fully justified by the benefit expected to be conferred upon the department if it shall be given:

#### INK FOR STAMPING AND CANCELING PURPOSES.

This item has not been before included in the regular estimates.

In pursuance of the policy adopted at the last session of Congress with reference to fourth-class offices, alluded to above in my estimate for marking and rating stamps, I am of the opinion that it should hereafter be annually mentioned as necessary. In order, therefore, that post-offices now denied this article at departmental expense may be supplied therewith, I have to suggest that \$10,000 be asked for this item for the next fiscal year.

In this connection I desire to say, that of the many articles used by postmasters in the transaction of their business, none is of comparatively more value in its relations to the revenue of the department than ink for stamping and canceling purposes. Unless it is of superior quality, and uniformly used, many irregularities must occur in postal matters, and the proceeds of the sales of many stamps must be neutralized by their imperfect cancellation. I am aware that the matter of procuring an ink suitable in color, and at the same time indelible, and furnishing it without expense to all postmasters for use in their postal business, has been many times under consideration by the department. Postmasters at first and second class offices have found it absolutely necessary to use the best quality of ink they could procure, and their returns for the expense of the same have been made and allowed in their quarterly accounts. Postmasters at many other offices have been in the habit of furnishing, at their own expense, stamping ink of various colors and grades, which in many instances have not proved at all suitable for the purpose. Under these circumstances I consider that if Congress would give its attention to this matter and authorize the Postmaster-General to expend a suitable amount of money for the purchase of a proper ink for canceling purposes, to be used in all post-offices, such



action would be of inestimable benefit to the department. I hope that you will take occasion to recommend that this be done.

#### PADS FOR STAMPING AND CANCELING PURPOSES.

This item has not before been estimated for in the usual manner. The provision made for their purchase at fourth-class offices, referred to under the head of marking and rating stamps, necessitates an estimate for them for the next fiscal year. I suggest that \$10,000 be appropriated for these articles, as they are a necessary accompaniment wherever stamping-ink is used for canceling purposes.

#### DEPARTMENTAL PRINTING, BINDING, ETC.

The estimate for this item for the next fiscal year has been prepared in this office, and forwarded by the Postmaster-General to the Secretary of the Treasury, in accordance with the previous practice.

#### DEPARTMENTAL STATIONERY.

The estimate for this item has been prepared, and will be addressed, according to custom, to the Postmaster-General, who will include it in the statement to be submitted by him relative to estimates for other departmental expenses for the next fiscal year.

The aggregate of the above estimate is, as before stated, \$19,369,091.25, which is \$2,227,091.25, or 12.99 per cent., more than the appropriations for the current fiscal year.

A tabular statement, marked E, will be found appended to these estimates, giving further information in regard to them.

#### SUMMARY.

Estimate for 1881-'82, \$15,135,000.

Estimate for 1882-'83, \$16,777,000; increase, \$1,642,000, or 10.80 per cent.

Estimate for 1883-'84, \$19,369,091.25; increase, \$2,592,091.25, or 15.45 per cent.

Appropriation for 1881-'82, \$16,257,206.88.

Appropriations for 1882-'83, \$17,142,000; increase, \$884,793.12, or 5.44 per cent.

Expenditures for 1880-'81, \$15,138,650.66.

Expenditures for 1881-'82, \$16,141,035.31; increase, \$1,002,384.65, or 662 per cent.

In closing the above statement, it is proper to say that unless the original appropriations for the past fiscal year had been, in some instances, considerably increased by subsequent legislation during the last session of Congress, the postal business, so far as the allowances of this bureau for the service are concerned, could not have been conducted so satisfactorily as it has been. I hope that an equally liberal spirit will be manifested by Congress in the consideration of the present estimates, and that there will be no hesitation among the members of that body in doing all that seems reasonable and proper to aid in promoting the efficiency of the postal service by granting the enlarged appropriation asked for.

Very respectfully,

FRANK HATTON,  
*First Assistant Postmaster-General.*

Hon. T. O. HOWE,  
*Postmaster-General.*

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**R E P O R T**

**OF THE**

**SECOND ASSISTANT POSTMASTER-GENERAL**

**FOR THE**

**YEAR ENDED JUNE 30, 1882.**

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 20, 1882.*

SIR: The cost of inland transportation June 30, 1882, was:

Of 1,389 railroad routes, aggregating 100,563 miles .....	\$12, 753, 184
Of 109 steamboat routes, aggregating 15,434 miles .....	574, 019
Of 10,797 star routes, aggregating 227,621 miles .....	5, 553, 849
Total cost .....	18, 881, 052

Comparison with the last annual statement shows, for the railroad service an increase of 195 routes, of 8,994 miles, and of \$1,139,816 in annual cost; for the steamboat service, a decrease of 17 routes, of 5,704 miles, and of \$179,148 in annual cost; for the star service, an increase of 525 routes, a decrease of 3,678 miles upon contract prices and annual salaries, irrespective of fines and deductions; hence the apparent discrepancy between those tables and the Auditor's statement.

#### STAR SERVICE.

In my preceding report the orders reducing the star service were stated to June 30, 1881, and since that date the following reductions have been made: July, 1881, \$384,397; August, \$122,647; September, \$111,056; October, \$83,451; November, \$145,327; December, \$210,831; January, 1882, \$67,539; February, \$45,012; March, \$41,629; April, \$16,988; May, \$7,963; and June, \$39,059. Total, \$1,275,899.

During the same period the increase of service was as follows: July, 1881, \$57,593; August, \$38,943; September, \$33,269; October, \$34,792; November, \$34,172; December, \$38,881; January, 1882, \$61,538; February, \$14,684; March, \$30,336; April, \$29,504; May, \$13,224; June, \$24,157. Total, \$411,093.

Aggregate decrease .....	\$1, 275, 899
Aggregate increase .....	411, 093
Net decrease .....	864, 806

In all cases, to determine the proper measure of increase or decrease of service,

THE PRODUCTIVENESS OF THE ROUTES

is one of the standards by which the postal necessities of the people are considered, and in the endeavor to supply all communities with adequate facilities the gauge of revenue to assist in determining the frequency and cost of service is relaxed in respect to the extreme western section of the country. In that section, in many cases, to supply offices of the same grade as those in the Eastern States, the cost of an equal number of trips per week is greater on account of the increase of distance and the comparative difficulty of traversing the routes, and the same principle is observed with regard to portions of the southern section of the country, the tests applied to northern routes not being closely adhered to, because of the greater area over which the population to be supplied is distributed.

The element of revenue, derived from the post-offices to be supplied, controlled in the preparation of the advertisements of October 15, 1881, and March 1, 1882, for

SERVICE GOING INTO OPERATION JULY 1, 1882,

in the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, Colorado, Nevada, California, and Oregon, and the Territories of Dakota, Indian, Montana, Wyoming, Washington, Idaho, Utah, Arizona, and New Mexico. In these States and Territories the routes were uniformly advertised on schedules which, it is believed, will meet all requirements without resorting to orders of expedition. In the process of readjustment, certain large routes were divided into smaller ones, and thus opened to a less restricted competition, while by changing the termini, a saving of distance and cost has been obtained.

The following table illustrates the change in this Pacific section by the readjustment:

		TRANSPORTATION.	
			Miles.
Louisiana .....	}	June 30, 1881 .....	28,078,319
Texas .....		July 1, 1882 .....	25,797,746
Indian Territory.			
Kansas .....			
Nebraska .....			
Dakota .....		Decrease 8.12 per cent., or .....	2,280,573
Montana .....			
Wyoming .....			
		COST.	
Colorado .....	}	June 30, 1881 .....	\$4,019,824
New Mexico.....		July 1, 1882 .....	2,018,635
Arizona.....			
Utah.....		Decrease 49.78 per cent., or.....	2,001,189
Idaho.....			
Washington.....			
Oregon.....			
		COST PER MILE.	
Nevada.....	}	June 30, 1881 .....	\$0 14.32
California .....		July 1, 1882 .....	7.82

A fair

COMPARISON OF COST OF STAR SERVICE,

under old and new contracts, can be made by the table which follows: and while it will be observed that in some cases the routes are not changed under new contracts, there are in others slight increases or decreases, either in distance, speed, or the number of trips; but in every instance a decrease in the amount of compensation:

Number of route.	Termini of route.	Under old contracts, as increased.				Under new contracts, from July 1, 1882.				
		Miles.	Trips.	Hours.	Annual pay.	Miles.	Trips.	Hours.	Annual pay.	
30183	Monroe to Shreveport.....	122	7	36	\$22,367 00	110	7	27½	\$11,800 00	
31146	Rio Grande City to Laredo .....	121	6	22	8,439 00	105	6	21	4,891 00	
31168	Austin to Fort Concho.....	249	7	48	28,600 00	249	6	48	11,700 00	
31454	Abilene to Fort Concho.....	94	7	20½	19,709 00	94	6	24	4,237 00	
32018	Caldwell to Fort Sill .....	189½	6	36	34,200 00	189½	6	36	8,900 00	
32020	Camp Supply to Dodge City.....	94	6	20	5,707 00	94	6	20	2,283 00	
32021	Camp Supply to Mobeetie.....	94	6	20	12,300 00	94	6	20	4,435 00	
32278	Hutchinson to Medicine Lodge....	{ 39 6 30 45 3 10½	{ 8 8 3 10½	{ 80 10½	{ 5,824 00	{ 39 6 8 45 3 9½	{ 8 8 3 9½	{ 80 9½	{ 1,790 00	
33107	Bozeman to Miles City .....	328	7	94	76,999 95	328	7	94	21,000 00	
33115	Helena to Missoula .....	151	7	37	18,739 58	50	6	12	1,900 00	
33124	Silver Bow to Deer Lodge .....	35	7	7	4,305 56	127	7	30	4,900 00	
33131	Del Norte to Ouray.....	230 7-3	52	34,296 53	216	7	74	19,210 00		
33131	Antelope Springs to Silverton.....	63	7	21	13,253 33	63	3	24	3,510 00	
33104	Socorro to Fort Stanton .....	120	7	29	16,770 16	120	7	29	5,620 00	
40103	Prescott to Mohave City .....	190	3	36	28,697 15	190	3	40	8,420 00	
40105	Ehrenberg to Signal.....	126	3	22	9,119 42	126	3	36	5,994 00	
40109	Florence to McMillan.....	125	7	30	17,569 69	125	7	30	8,900 00	
40116	Phoenix to Prescott .....	105	7	26	32,640 32	136	7	35	9,500 00	
40122	Ritchfield to Kanab .....	205	6	36	14,340 00	205 3-6	45	5,460 00		
42121	Lava to Salmon City .....	135	7	33	19,345 45	100	7	28	4,700 00	
44149	Roseburg to Empire City .....	72	6	27	12,775 00	72	6	30	5,770 00	
45101	Reno to Susanville .....	92	6	27	11,752 85	92	6	27	4,630 00	
45114	Winnemucca to Paradise Valley.....	45	7	9	5,290 00	45	7	9	2,620 00	
45132	Wells to Hamilton .....	{ 100 3 106 1½	{ 3 48 1 ½	{ 48 1½	{ 16,883 82	{ 100 3 106 2½	{ 3 60 2 ½	{ 60 2½	{ 5,790 00	
45120	Soledad to Newhall .....	332	7	53	55,424 33	323	7	69	20,290 00	
45132	Julian to Colton.....	121	3	26	8,910 00	121	3	30	3,488 00	
45245	Redding to Weaverville.....	46	7	9	6,066 66	46	7	9½	2,900 00	
45246	Redding to Roseburgh.....	280	10½	87	99,000 00	280	7	69	48,220 00	
45263	Yreka to Shasta.....	122	6	27	19,359 99	122	6	27	8,700 00	
45136	Caliente to Independence.....	226	6	40	36,284 23	226	6	40	21,000 00	
45267	Willow Ranch to Reno.....	212	6	60	41,100 00	172½	6	72	11,328 00	
					729,060 32	283,676 08				

As further illustrating the reduction in cost under the advertisement referred to, a table follows, showing cost under old contracts after increase of trips and expedition of schedules, cost after orders reducing service, and compensation under the awards of new contracts at the last letting:

Number of route.	Terminal of route.	Under old contracts as increased.			Under old contracts as reduced since March 4, 1881.			Under new contracts from July 1, 1882.		
		Annual pay.	Miles.	Trips.	Hours.	Annual pay.	Miles.	Trips.	Hours.	Annual pay.
37110	Rock Creek to Fort Custer ...	9,165 83	865	3	197	\$11,602 41	393	3	108	\$13,670 00
38113	Rawlins to Meeker.....	2,881 25	155	3	108	5,100 00	165	3	58	7,320 00
38118	Monument to River Bend .....	1,200 00	45	3	20	1,125 00	45	3	12	1,049 00
38131	Salida to Del Norte .....	7,347 93	56	7	15	4,759 48	72	7	14	6,600 00
38134	Pueblo to Rosita .....	8,148 00				(*)				
38135	Pueblo to Greenhorn .....	3,945 60	32	3	16	1,315 20	20	3	6	460 00
38140	Trinidad to Madison .....	4,290 30	45	3	13	1,014 00	50	3	13	960 00
38150	Saguache to Barnum .....	7,166 40	22	7-3	19	1,454 55	24	3	6	920 00
38156	Silverton to Parrott City .....	4,870 01	59	6	39	5,309 73	72	6	15	4,240 00
38157	Gardner to Rosita .....	8,926 67	52	6-3	21	1,963 83	42	6-3	11	1,468 00
38145	Ojo Caliente to Animas City ..	1,343 76	74	3	43	2,115 90	78	3	24	2,579 00
39109	Las Vegas to Las Cruces .....	9,090 72	424	3	180	17,214 17	323	3	105	10,190 00
39116	La Cinto to Raton .....	4,384 42	115	3	74	2,276 02	116	3	36	3,230 00
40101	Prescott to Santa Fe .....	5,401 75	171	3	50	3,389 00	171	3	50	7,320 00
40105	Ehrenberg to Mineral Park ..	8,600 00	182	3	25	9,119 42	126	3	36	5,994 00
40113	Wilcox to Clifton .....	7,913 59	167	3	72	3,967 65	167	3	60	5,993 00
44140	Eugene City to Mitchell .....	11,460 89	195	3	121	2,324 93	115	1	33	1,302 00
44154	The Dalles to Lake View .....	9,300 00	187	3-1	106	4,398 06	197	3-1	79	4,990 00
44155	The Dalles to Baker City.....	7,520 00	275	3	120	12,432 00	208	3	61	7,700 00
44160	Canyon City to Fort McDermot ..	9,166 66	75	1	41	902 50	75	1	36	1,244 00
44213	Cloverdale to Eureka.....	3,414 88	210	7	64	23,500 00	210	7	65	9,875 00
					7,638 66				121,361 30	97,194 09

\* Discontinued.

It will be observed that

#### THE DECREASE OF COST

of the several routes under the letting, from the rates paid for the same or nearly similar service after the orders of reduction, completely refutes the allegation that was frequently made by contractors, when opposing curtailments, that the orders would compel them to transport the mails at an actual loss.

The exact reduction of expense under the readjustment of the routes in the Pacific section is properly the subject of the succeeding report, although it is made apparent now in a foregoing table and in the diminished estimate for the star service for the next fiscal year.

The rate of expenditure on star routes on June 30, 1882, was \$5,553,849, a decrease of \$1,403,506 compared with the cost rate at the close of the previous year. A portion of this reduction is due to extension of railroad service, and, as stated in my previous report, a portion of the orders that augmented this saving were made in the prior fiscal year, and, taking effect in the subsequent year, are of necessity embraced in the amount given above.

#### NEEDED LEGISLATION.

In my former report it was suggested that statutes should be enacted repealing section 3953 of the Revised Statutes requiring deposits of certified checks with proposals for carrying the mails; authorizing extension of service on star routes; and prescribing penalties to be imposed upon postmasters or employes for making false reports of arrivals and departures of the mails. I also made special recommendation during the last session of Congress for the repeal of section 3961 of the Revised Statutes and the proviso of the second section of the act of April 7, 1880, relative to the rate of compensation to be allowed for expedition in carrying the mails, and a further recommendation was made respecting the rate to be fixed for employing temporary mail service. A draught of a subcontract law was also submitted. But a portion of the recommendations were reached during the session, and only the suggestions relating to extension of routes and the rate for temporary service were adopted. In regard to the subcontract law a substitute for the draught referred to was enacted.

In another part of this report I have given, for the purpose of reference and record, a table (F) of

#### ORDERS OF EXPEDITION

from January 1, 1872, to April 30, 1881, since which last date no orders expediting star service have been made.

Upon the basis of expenditure for star service, June 30, 1882, already stated at \$5,553,849, the estimate for all new service and necessary increases under present contracts to June 30, 1884, can, with the service now in operation, be provided for with an appropriation of \$5,500,000, and this amount is accordingly recommended. It is estimated also that at the close of the present fiscal year there will be covered into the Treasury an unexpended balance of \$2,250,000 on account of reduction of star service.

#### STEAMBOAT SERVICE.

Since my former report, changes were made in the steamboat service as follows: By orders of reduction in July, 1881, \$4,962; August, \$15,333;



September, \$19,377; October, \$12,200; November, \$159; December, \$8,460; January, 1882, \$0; February, \$0; March, \$2,121; April, \$27,186; May, \$0; and June, \$900; total, \$90,698.

During the same period orders were made increasing the cost as follows: July, \$17,102; August, \$700; September, \$33,686; October, \$5,081; November, \$0; December, \$0; January, \$21,506; February, \$600; March, \$25,994; April, \$3,640; May, \$2,425, and June, \$2,000; total, \$112,734, being a net increase in cost during the year of \$22,036.

Of the increase in July the sum of \$10,000 made possible a saving of \$37,000, which was included in the gross reduction of steamboat service for the preceding year. Of the increase in September the sum of \$22,036 represents, not an actual increase, but routes on which contract service expired June 30, 1881, and which were not renewed under contract until September 1, the service in the mean time having been continued under orders of recognition at the rate named. Of the increase in January and March service at the rate of \$30,000 per annum was ordered and continued only during the overflow of the Mississippi River and its lower tributaries, which afforded all necessary facilities that were applied for by the people in the submerged districts.

The rate of expenditure for steamboat service at the close of the fiscal year ending June 30, 1882, was \$574,019, a decrease compared with the cost for the previous year of \$179,148. A portion of this decrease is applicable to orders made prior to the beginning of the last fiscal year.

The estimate for steamboat service for the year ending June 30, 1884, is submitted at \$700,000, being a decrease of \$100,000 from the present appropriation. About \$150,000 will be covered into the Treasury as an unexpended balance of the steamboat service appropriation for the current fiscal year.

#### MAIL MESSENGERS.

The rate of expenditure for mail-messenger service for the fiscal year ended June 30, 1882, was \$724,207, or \$7.20 per mile on 100,563 miles of railroad service.

Upon the above basis of cost per mile of railroad service the estimate for mail messengers for the fiscal year ending June 30, 1884, is given at \$850,000.

#### MAIL TRANSFERS IN LARGE CITIES.

I desire to call your special attention to the appended report and estimate of Mr. D. B. Parker, chief inspector, in which he suggests that the work of transferring the mails between the post-offices, depots, and wharves in the cities of Boston, New York, Philadelphia, Washington, and Chicago, be performed with an equipment to be owned and operated by the government. The transfer service in the great cities is, as it were, a vital point in the matter of mail transportation. The competition in bidding has brought the compensation for performing this important service so low that total failures have resulted in some cases, while in others the equipment is managed so economically that the efficiency of the service is impaired. It is believed that the plan proposed would not increase the cost; that it would give additional security to the mails, and afford the most efficient and acceptable transfer service that could be performed. Mr. Parker's long experience, as chief inspector, with this class of service, gives to his views the weight and importance which the able conduct of the affairs of his office warrants, and after careful consideration I earnestly commend his suggestion to your notice.

## MAIL EQUIPMENTS.

The cost of new mail bags and mail catchers and repair of old ones for the year ending June 30, 1882, was \$198,380.88; and for new mail locks and repair of old ones, \$24,999.50. The appropriations for that year were, for the first two items, \$200,000, and for the last item \$25,000. It will therefore be seen that the necessities of the service required the expenditure of the entire amounts appropriated. The amounts which it is necessary to appropriate for these objects for the year ending June 30, 1884, are as follows:

For mail bags and mail catchers.....	\$220,000
Mail locks and keys.....	20,000

The reason for the increased estimate for mail bags and catchers is found in the very rapid extension of the railroad system, and the more frequent forwarding of pouches on railroad routes, and the large number of post-offices established on such lines.

For these reasons, which apply with more force to the transactions of the current year than was anticipated when the estimates were made, it is probable that the appropriations for this fiscal year may be found to be inadequate.

Table N shows expenditures for mail bags and mail catchers.

Table O shows expenditures for mail locks.

Table P shows all contracts for above items, with price, &c., in operation June 30, 1882.

## SPECIAL FACILITIES.

The appropriation for special facilities on the great lines for the current year is \$600,000. I would suggest that a like sum be provided for 1884, as it is not clear that serious injury would not result to the public if the service secured by this expenditure were discontinued.

## RAILWAY POSTAL CLERKS.

The appropriation for railway postal clerks for the current year is \$3,710,000. The average increase for this item for the past six years has been at the rate of 7.20 per cent. per annum, and estimating the cost for 1884 at the same rate of increase, will make the sum required \$3,977,120. The particulars with regard to this item will be found in the report of the General Superintendent of Railway Mail Service.

## FINES AND DEDUCTIONS.

The amount withheld from all branches of the service on account of fines and deductions for the year ending June 30, 1882, was \$192,230.25.

This sum is not so great as was shown for the two years last preceding. The shrinkage is attributable mainly to two causes, one of which is that the most expensive of the star service, which was performed in a section of the country particularly liable to interruption from various causes, and from which a large portion of the fines were derived, nearly all ceased in 1881; the other cause of the reduction, the rigorous winter of 1880-'81, was followed by an unusually mild winter, in which there were few failures on account of the weather. The amount deducted is, however, more than the average, and more than was ever deducted in any one year prior to 1880.

## RAILROAD SERVICE—GENERAL STATEMENT.

<i>First.</i> Cost of all transportation, on which rates have been adjusted, to June 30, 1882, by books of the Post-Office Department .....	\$11,297,333
Cost of same June 30, 1881.....	10,249,261
Increase for 1882 over 1881 .....	1,048,072
Rate of increase 10.23 per cent.	
Unadjusted service June 30, 1882, 8,449 miles.	
<i>Second.</i> Cost to June 30, 1882, Auditor's statement .....	\$10,248,515
Appropriation for 1882 .....	9,458,200
Excess of cost over appropriation .....	790,315
Rate of increase of cost over appropriation, 8.35 per cent.	
Unadjusted service for year ending June 30, 1882, 3,464 miles; estimated cost .....	125,000
Total.....	915,315
Rate of increase of audited cost and estimate over appropriation for 1882, 9.67 per cent.	
<i>Third.</i> Cost by Auditor's statement on Pacific roads to June 30, 1882.....	\$1,376,929
Cost of same to June 30, 1881 .....	961,977
Increase for 1882 over 1881.....	414,952
Rate of increase 43 per cent.	
<i>Fourth.</i> Appropriation for 1883 .....	\$11,130,000
Audited cost and estimate for 1882 .....	10,373,515
Excess of appropriation.....	756,485
Rate of increase 7.29 per cent.	

## ESTIMATE FOR 1884.

For reasons stated in the last annual report the estimate of the cost of railroad transportation for the current fiscal year was placed at a lower rate of increase than is shown between the cost for the two preceding years. The service in the Pacific States, in which nearly all the routes are located on which the pay is withheld on account of indebtedness to the government, having been adjusted for the new contract term commencing July 1, 1882, the estimate for the ensuing fiscal year will, as usual, be based upon the cost for the year ending June 30, 1882, and the probability of increase in the weight of mails and miles of road to June 30, 1884. The increase in mileage for the last year was 8,994 miles, or 8.9 per cent. increase over the mileage for the previous year. This is the greatest increase in the length of railroad routes ever made in any one year, and is greater than the entire railroad service in operation in 1851. The indications are that there will be not less than 10,000 miles added during the current year, and as much more for 1884.

The regular adjustment of pay from July 1, 1883, will fall in the contract section composed of the States of Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri. In these States the weighing will doubtless show a large increase in the weight of mails, and this will require a corresponding increase in the rates of pay. In arriving at the amount that will be required for railroad transportation for the year ending June 30, 1884, the appropriation for 1883, \$11,130,000, is accepted as the sum nearest to that which will be needed, and adding thereto \$870,000 for new service and for increase of pay on old routes through readjustment, and a total of \$12,000,000 is reached, which is about 8 per cent. (7.81) over the appropriation for 1883, and a little more than 14 per cent. over

the audited cost, and the estimate for new service for the year ending June 30, 1882. The estimated rate of increase is less than is shown for 1882 over 1881, but it is believed that it will be sufficient, as it is probable that the percentage of increase in cost will be somewhat reduced as the aggregate mileage is enlarged.

#### PACIFIC RAILROADS.

The relations existing between the Pacific Railroad Companies indebted to the United States and the government, in the matter of the withholding of all amounts earned in the transportation of mails over their own and leased and operated lines, and placing the same to their credit, has occasioned much controversy and resulted in numerous suits in the Court of Claims and the Supreme Court. This state of affairs has placed the Post Office Department at some disadvantage in its efforts to secure from these companies the most efficient postal service possible.

The mails are supplied to the people of a very large section of country west of the Missouri River by these lines, and hence the desirability of maintaining amicable relations with the companies controlling this system of roads.

#### ESTIMATE FOR RAILWAY POST-OFFICE CARS.

The increase in the work of distribution on railroad routes is in keeping with the increase in the weight of mails, and in the number of places reached by railroad, but the use of railway post-office cars being restricted to the lines on which the heavier mails are carried, the increased expenditure for the same is restricted to a lower rate than is required in other branches of the service.

The appropriation for the current year is \$1,526,000. The increased cost for 1882 was \$100,000. It is believed that the service can be conducted for 1884 for \$1,626,000, which is the same total increase as is shown for 1882 over 1881.

#### EXTENSION OF THE RAILROAD SYSTEM.

Table M shows the mileage, annual transportation, and cost of railroad service for each year, from its commencement in 1836 to June 30, 1882. It is interesting to note that the degree of public prosperity is reflected in the construction of railroads. There was a steady increase in mileage from 1866 to 1872, reaching in the year last given 8,000 miles; then, with the depression in business that followed, it declined from year to year until, in 1877, it touched the minimum—2,200 miles. With the settlement of the financial question and the advance of business, it again steadily increased to 9,000 miles for the fiscal year just closed, which is the greatest number of miles of service ever established in one year.

Table L gives the new service for 1882 in detail. The most important connections established during the year, of a national character, are the Texas Pacific Line through Texas, New Mexico, and Arizona, to California, and the junction with the railroad system of Mexico at Laredo, Texas. The last is a most important event, as a matter of interest to the business people, as it opens a convenient channel of quick intercourse with Mexico, thus presenting a new and promising field for the exercise of the intelligent enterprise of the people of the United States.

## • RATES OF PAY TO RAILROADS.

The experience of the past year has confirmed this office in the views expressed in the last annual report concerning the rates of compensation prescribed by present laws for carrying the mails on railroads.

Allusions were frequently made during the past winter to a public sentiment which, it was alleged, demanded an increase of pay on some lines, but, at the same time, a reduction in the total cost of carrying the mails on railroad routes.

Public opinion, upon questions which may properly be determined by opinion, ought to prevail. This, however, is an instance in which opinion can be intelligently exercised only after a knowledge of the service rendered in carrying the mails and the compensation paid for the same is obtained through an analysis of the facts, and these contrasted with other transportation service and charges.

Because all will admit that the postal service rendered by the railroad companies is of the highest value to the people, and the amount and character of the service in every case may be accurately ascertained and stated, so that a basis would thus be established, resting upon material and indisputable facts, from which a comparison could be made between the postal and other business of the railroad companies; hence the subject should be approached, not with the settled intention of increasing the rate of pay on one class of roads and depressing it on others, nor of increasing or reducing the total cost of service, but it should be considered in a spirit of impartiality and with a determination to fix the compensation at such rates as the facts may warrant.

The annual increase in the cost of railroad transportation has no bearing whatever on the question as to proper rates of compensation, for, upon reflection, it will appear that the rates of pay and total cost must increase under the present or any other method or scale of payment that may be devised, in keeping with the extension of the system, the growth of the mails, and the increase in the facilities employed for the use and necessary care of the mail in transit.

The value of the postal service between the great railroad centers has grown to such magnitude and importance that the problem of shortening the time of transit between such points will have to be solved at no distant day, and this will doubtless furnish an interesting feature when the question of pay is determined.

There is now more than 100,000 miles of railroad service in operation, reaching into every State and Territory of the Union, furnishing, as it were, the arteries through which a population of fifty millions, dispersed over this vast territory, is supplied with mails. The conditions under which the postal service in the United States is performed, are essentially unlike those under which such service is rendered in the densely populated countries of Europe. Therefore, for the United States, precedents must be established, not followed.

In executing the present law it has become clear to me that under its insufficient provisions an unnecessary expenditure of public money might be made for carrying the mails on railroad routes. Therefore, having in view the large annual expenditure for this branch of the service, I cannot too strongly urge the great importance of at once perfecting the present crude and incomplete laws, so that an uncalled for expenditure would be rendered impossible.

Very respectfully,

Hon. T. O. HOWE,  
Postmaster-General.

RICH'D A. ELMER,  
Second Assistant Postmaster-General.



## ADDENDUM.

Table A exhibits cost, appropriation, and estimates.

Table B shows length of routes, annual transportation, and cost in the several classes of inland mail service.

Table C is a statement of the railway mail service.

Table D is a statement of the steamboat service.

Table E shows the increase and decrease in transportation and cost.

Table F is a statement of star service expedited from January 1, 1872, to April 30, 1881.

Table G shows weight of mails, speed, and accommodations for mails and agents on railroad routes, with an index.

Table H shows the readjustment of pay on railroad routes, with an index.

Table I shows the rate of pay for railway post-office cars, with increase and decrease since last annual report.

Table K states expenditures for necessary and special facilities on trunk lines.

Table L is a statement of railroad service established since last annual report.

Table M shows the growth of railway mail service from 1836 to 1882.

Table N is a statement of all contracts for mail equipments and use of patents.

Table O is a statement of expenditures for certain mail equipments.

Table P is a statement of expenditures for mail-locks.

A.—Inland transportation, June 30, 1892.—Cost, appropriation, estimates, and rate of increase and decrease.

Object.	Cost for 1891.	Cost for 1892.	Increase or decrease per cent. in cost for 1892 as to cost for 1891.		Appropriation for 1892.		Increase or decrease per cent. in appropriation for 1892 as to cost for 1891.		Estimate for 1894.	Increase or decrease per cent. as to appropriation for 1894.	
			Increase.	Decrease.			Increase.	Decrease.		Increase.	Decrease.
fixed routes.....	\$19,249,361	\$11,297,838	10.22		\$11,155,000			1.26	\$12,000,000	7.53	
services.....	1,364,107	1,455,851	6.73		1,536,000		4.52		1,620,000	6.55	
lines on trunk lines.....	349,749	371,531	7.07		600,000		60.20		600,000		
ambush routes.....	753,167	574,019		23.78	800,000		39.26		700,000		12.59
routes.....	6,657,855	5,553,849		20.17	7,250,000		30.54		5,500,000		24.13
.....	1,437,580	1,574,404	5.94		1,700,000		7.58				
.....	1,206,780	1,324,896	4.39		1,555,000		17.59		2,977,120	7.20	
.....	196,741	186,864		3.49	280,000		47.45				
.....	157,720	149,279		5.33	175,000		17.27				
.....	763,341	729,207		4.47	800,000		5.71		850,000	6.25	
.....	100,000	25,000		75.00	25,000				20,000		20.00
.....	183,929	196,361	7.36		200,000		.53		220,000	10.00	
.....		480			1,000		143.33		1,000		
ant Postmaster-General.....					24,087,000				25,494,120		2.20
Total.....											

\* Estimates for these items are made in one sum, as estimate for railway postal clerks.

NOTE.—No allowance is made in this table for fines and deductions.



B.—Table of inland mail-service as in operation June 30, 1882.

[The service and pay on each route are set down to the State or Territory under which the route is numbered.]

States and Territories.	Length of routes and annual cost in each class of service.										Annual transportation by celerity, and security.	Annual transportation by steamboat.	Annual transportation by railroad.	Total annual transportation.	Total annual cost.		
	Celerity, and certainty, and security.		By steamboat.		By railroad.		Annual pay for transportation.		Annual pay for office cars.							Total annual pay for railroad service.	
	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.						Dollars.	
Maine	5,538	85,292	816	4,227	1,087	120,950	19,650	140,600	1,859,143	116,428	1,411,695	3,387,266	230,119				
New Hampshire	1,946	30,311	60	2,250	709	67,037	5,161	72,198	649,333	11,787	1,154,727	1,815,847	104,759				
Vermont	2,350	40,148			852	96,522	8,328	104,850	862,888		1,084,108	1,926,996	144,998				
Massachusetts	3,354	67,643	94	11,275	2,059	333,525	49,613	383,138	981,336	57,486	5,153,101	6,191,923	462,056				
Rhode Island	493	9,853	133	11,393	179	22,306	3,105	25,411	139,505	62,944	426,473	628,922	46,657				
Connecticut	1,911	30,047			1,094	185,802	26,904	212,706	533,971		2,610,647	3,144,618	242,753				
New York	14,866	263,263	146	7,225	6,345	1,308,125	289,060	1,597,185	3,846,739	72,135	11,012,440	14,971,314	1,867,673				
New Jersey	2,368	24,517			1,557	220,432	33,578	254,010	468,338		2,931,965	3,400,303	278,527				
Pennsylvania	14,685	229,582			5,409	710,642	81,020	791,662	4,394,227		8,282,911	12,676,238	1,021,244				
Delaware	473	5,594			271	22,351		22,351	102,596		264,191	366,787	27,945				
Maryland	3,902	60,358	735	13,036	1,224	256,994	45,009	302,003	1,079,293	270,819	2,844,062	4,198,174	375,397				
Virginia	12,347	115,308	975	37,550	2,647	297,839	59,907	357,746	3,092,860	318,552	3,095,385	6,506,797	510,604				
West Virginia	6,189	59,201	246	19,740	317	42,141	4,180	46,321	1,518,523	153,192	510,814	2,182,529	125,263				
North Carolina	11,233	106,823	436	13,791	1,385	111,117	12,966	124,083	2,706,857	130,988	1,147,056	3,984,901	244,697				
South Carolina	5,006	48,714	51	851	1,319	108,581	19,650	128,231	950,248	5,947	1,473,964	2,434,159	177,826				
Georgia	9,154	86,503	8	475	2,755	260,187	43,619	303,806	1,783,162	4,992	2,883,090	4,671,244	390,784				
Florida	7,541	52,056	3,827	75,041	677	35,313		35,313	725,629	634,738	474,495	1,834,862	162,410				
Alabama	11,375	124,720	421	7,239	2,116	173,028	20,469	193,497	2,537,290	70,720	1,967,573	4,575,583	325,456				
Mississippi	7,174	87,659	25	1,276	1,299	104,238	8,607	112,845	1,575,130	15,288	954,754	2,545,172	201,780				
Tennessee	8,951	107,050	139	3,219	1,132	109,879	7,940	117,819	2,326,096	41,392	1,234,284	3,601,772	228,088				
Kentucky	10,064	104,593	765	38,215	2,148	219,009	23,579	272,588	2,396,124	333,424	2,511,391	5,240,939	415,396				
Ohio	13,438	132,115	248	17,958	7,532	1,150,933	203,768	1,354,701	2,589,242	171,756	11,609,639	14,370,637	1,504,774				
Indiana	8,787	79,858			4,117	430,808	79,380	510,188	1,639,664		5,037,199	6,676,863	590,046				
Illinois	12,341	102,271			7,536	855,637	111,044	966,681	1,772,919		6,432,158	8,205,077	1,068,952				
Michigan	9,208	83,129	294	14,963	4,281	336,466	18,596	355,062	1,526,555	126,395	5,006,752	6,659,702	453,154				
Wisconsin	8,725	78,909			3,491	282,299	27,506	309,805	1,536,349		3,343,385	4,879,734	388,714				
Minnesota	9,360	66,830			4,450	279,500	7,127	286,627	1,155,713		3,443,455	4,599,168	353,457				
Iowa	11,877	95,095			5,837	403,814	21,973	425,787	1,954,438		4,163,071	6,117,504	520,882				
Missouri	15,716	143,996	684	40,000	5,308	656,028	67,981	724,009	2,911,382	285,480	6,296,697	9,493,559	908,005				
Arkansas	9,931	155,204	1,147	71,585	842	37,718		37,718	2,256,930	269,320	415,059	2,941,309	264,507				
Louisiana	6,088	103,523	891	67,459	820	77,719	5,161	82,880	1,119,695	262,305	686,286	2,068,286	253,862				
Texas	20,006	371,597	492	5,200	4,701	410,191		410,191	4,561,482	30,744	3,641,410	8,283,636	786,988				
Indian Territory	2,715	92,753			8				756,704		5,023	761,727	92,753				
Kansas	14,604	164,012			3,955	367,550	27,632	395,182	2,972,294		2,694,369	5,666,663	559,194				

Nebraska.....	9,101	6,601	126,574	.....	2,500	471,431	64,649	536,080	1,845,996	.....	1,791,073	3,636,969	662,654
Dakota Territory.....	4,905	4,809	121,748	.....	596	6,773	.....	6,773	1,228,084	.....	372,016	1,600,100	128,516
Montana Territory.....	3,051	3,051	172,853	.....	.....	.....	.....	.....	1,156,447	.....	.....	1,156,447	172,853
Wyoming Territory.....	1,466	1,466	51,050	.....	.....	.....	.....	.....	449,005	.....	.....	449,005	51,050
Colorado.....	5,517	3,431	185,650	.....	2,086	177,742	4,920	182,662	1,263,799	.....	1,406,049	2,659,848	368,312
New Mexico Territory.....	2,406	1,762	63,204	.....	644	5,156	.....	5,156	456,928	.....	435,911	892,839	68,960
Arizona Territory.....	2,998	2,531	174,557	.....	467	.....	.....	.....	865,632	.....	291,346	1,157,028	174,557
Utah Territory.....	3,584	2,691	180,413	.....	893	31,252	.....	31,252	1,260,700	.....	631,461	1,892,161	220,665
Idaho Territory.....	2,213	2,213	166,965	.....	.....	.....	.....	.....	1,071,159	.....	.....	1,071,159	166,965
Washington Territory.....	3,695	1,821	54,225	.....	1,391	9,805	.....	9,805	427,908	.....	301,604	862,788	122,635
Oregon.....	4,715	4,075	133,435	.....	215	24,451	.....	24,451	1,083,186	.....	264,932	1,482,278	170,363
Nevada.....	2,812	2,416	136,271	.....	396	13,618	.....	13,618	932,776	.....	246,811	1,179,587	149,889
California.....	13,039	9,030	569,382	.....	1,195	432,424	53,769	486,193	3,570,647	.....	2,067,386	5,901,283	1,094,464
Total.....	343,618	227,621	5,553,849	15,434	574,019	100,563	11,297,333	1,455,851	12,753,184	76,924,867	3,981,518	194,901,703	18,881,052
Railway post-office clerks.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,574,404
Route agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,322,336
Mail-route messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	189,884
Local agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	149,229
Mail messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	729,207
Aggregate.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22,846,112

NOTE.—No allowance is made in this table for fines and deductions.





## REPORT OF THE POSTMASTER-GENERAL.

C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for railroad post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
3001	Boston to Portland	Eastern R. R.	102.06	31.54	41,502 75	10,908 00	52,410 75	380 48	100 00	
3002	Boston to East Sausus	do	10.77	12	400 41		400 41	42 75		
3003	Salem to Rockport	do	19.09	24.26	1,245 78		1,245 78	63 27		
3004	Salem to Marblehead	do	3.92	18	167 58		167 58	42 75		
3005	Salem to Lawrence	do	21.29	16.55	910 14		910 14	42 75		
3006		New York and New England R. R.	14.40	9.66	615 00		615 00	42 75		
3007		Eastern R. R.	4.01	18	174 87		174 87	43 61		
3008		do	5.41	12	231 27		231 27	42 75		
3009		do	6.07	12.24	259 49		259 49	42 75		
3010	Worcester to Peabody	do	8.02	6	342 85		342 85	42 75		
3011	Boston to Portland	Boston and Maine R. R.	116.33	23.65	18,897 80	3,635 31	22,533 11	162 45	21 25	
3012	Boston to Medford	do	5.31	21	227 00		227 00	42 75		
3013	Georgetown to Haverhill	do	7.76	12	296 60		296 60	38 48		
3014	Wakefield to Newburyport	do	30.85	18.61	771 25		771 25	25 00		
3015	Newton Junction to Merrimac	do	4.85	12	207 23		207 23	42 75		
3016	Boston to Lowell	Boston and Lowell R. R. Corporation	26.02	41.87	5,072 33	1,301 00	6,373 33	194 94	50 00	
3017		do	14.25	21	809 18		809 18	42 75		
3018		do	2.23	21	95 33		95 33	42 75		
3019	do, to Bedford	do	12.57	19.80	537 36		537 36	42 75		
3020		do	16.74	12	1,560 16		1,560 16	63 20		
3021		Fitchburg R. R.	105.71	36.24	21,782 60	1,082 96	22,865 56	208 06	18 75	
3022	do	do	37.12	21	7,236 17	606 00	7,842 17	194 94	18 75	
3023	do	do	9.18	18	392 44		392 44	43 75		
3024	Ayer to Greenville	do	23.63	12	1,406 97		1,406 97	61 56		
3025	Boston to Albany	Boston and Albany R. R.	88.63	45.11	107,893 05	25,238 07	133,031 12	538 52	155 00	
3026	Grafton Depot, n. o., to Milbury	do	102.43					38 48	67 50	
3027	Auburndale Station, n. o., to Newton Lower Falls	do	4.46	9	171 62		171 62	42 75		
3028	South Framingham to Milford	do	2.09	15	89 34		89 34	42 75		
3029	Pittsfield to North Adams	do	12.81	24	526 25		526 25	42 75		
3030	Palmers to Wrentham	do	21.18	23.83	1,177 18	211 00	1,388 18	55 58	16 90	
3031	North Brookfield to East Brookfield	do	49.67	12.54	2,506 85		2,506 85	50 45		
3032	Natick to Saxonville	do	4.87	27	186 81		186 81	42 75		
3033	Boston to Bellingham	do	3.87	12	165 44		165 44	42 75		
3034	Boston to Willimantic	New York and New England R. R.	31.74	23.46	1,573 96		1,573 96	49 59		
		do	85.80	28.60	17,679 94		17,679 94	208 04		

[illegible]

## C.—Railroad service as in operation on the 30th of June, 1883—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office care. Dollars.	Remarks.
<b>RHODE ISLAND—Continued.</b>										
4003	Vacant.									
4004	Providence to Bristol.	Providence, Warren and Bristol R. R.	14.39	15.41	905 08		905 08	64 96		
4005	Warren to Fall River.	Fall River, Warren and Providence R. R.	9.05	18	484 96		484 96	48 74		
4006	Providence to Pascoag.		24.16	6	1,003 26		1,003 26	66 26		
4007	Kingston Depot, n. o., to Narragansett Pier.	Narragansett Pier R. R.	9.14	12.8	200 73		200 73	43 75		
4008	Auburn to Hope.	New York, Providence and Boston R. R.	10.77	12	480 41		480 41	43 75		
4009	Wood River Junction, n. o., to Hope Valley.	Wood River Branch R. R.	8.95	18	254 36		254 36	43 75		
			179.37		22,305 76	2,106 00	25,410 76			
<b>CONNECTICUT.</b>										
5001	Norwich to Worcester.	New York & New England R. R.	60.89	31	5,344 96		5,344 96	88 07		
5002	Vacant.									
5003	Middletown to Berlin Depot, n. o.	New York, New Haven and Hartford R. R.	11.15	27	429 06		429 06	38 48		
5004	New Haven to New London.	do	51.71	31	11,760 40	2,878 25	15,638 65	227 43	75 00	
5005	New York to Springfield.	do	73.23	61.65	91,353 40	23,935 38	114,377 68	573 74	196 06	
5006	Waterbury to Watertown.	Naugatuck R. R.	6.41	12	274 62		274 62	42 75	135 45	
5007	Hopewell Junction to Providence.	New York & New England R. R.	187.58	17.50	31,665 16		31,665 16	132 53		
5008			4.42	24	209 37		209 37	45 32		
5009			65.47	13.23	4,982 26		4,982 26	76 10		
5010		do	83.17	15.03	8,695 04		8,695 04	101 75		
5011			62.08	16.04	6,152 13		6,152 13	90 18		
5012			110.55	18	11,153 36		11,153 36	100 59		
5013			23.61	24	2,281 19		2,281 19	90 67		
5014	New Haven to Willimantic.	do	54.62	16.41	7,518 96		7,518 96	137 05		
5015	Hartford to Saybrook Point.	Hartford and Connecticut Valley R. R.	44.40	8.7	2,961 03		2,961 03	66 66		
5016	Hartford to Springfield.	New York & New England R. R.	33.01	6	1,411 17		1,411 17	42 75		
5017	New Haven to Ansonia.	New Haven and Derby R. R.	13.29	24	806 39		806 39	60 71		

Late branch of  
route No. 5011.  
Pay not fixed on  
23.88 miles.



Line No.	Station	Distance	Rate	Branch of
5018	Hartford to Milford	25.5	5.441 25	Rate branch of
5019	Litchfield to Hawleyville	6	1.456 06	route No. 5018.
5020	Turnerville to Colchester	15	106 65	Rate branch of
5021	Farmington to New Hartford	16.20	783 59	route No. 5012.
5022	Danbury to Brookfield Junction, n. o.	18	267 18	Rate branch of
5023	Branchville to Ridgefield	5	196 22	route No. 5013.
5024	Bethel to Hawleyville	8	307 57	Do,
5025	Windsor Locks to Suffield	21	204 77	route No. 5003.
5001	New York to Dunkirk	322.00	135,001 00	
5002	Tallman to Piermont	127.55	604 91	
5003	Buffalo to Suspension Bridge	24.10	1,963 76	
5004	Newburgh to Greycourt, n. o.	19.04	1,271 11	
5005	Rochester to Avon	19.09	1,648 61	
5006	Avon to Danville	30.19	2,168 24	
5007	Attles to Corning	110.97	10,057 21	
5008	Buffalo to Hornellville	92.72	14,606 44	
5009	Goshen to Montgomery	10.85	14,662 98	
5010	Goshen to Pine Island	12.09	516 84	
5011	New York to Buffalo	288.50	586,188 84	
5012	Troy to Schenectady	182.50	1,020 52	
5013	do	22	185 54	
5014	do	104	20,521 28	
5015	do	96	3,676 50	
5016	do	22	1,072 28	
5017	do	29	2,653 21	
5018	New York City & Northern R. R.	52.50	11,306 52	
5019	New York Central and Hudson River R. R.	76	148 77	
5020	Dunkirk to Titusville	91.16	5,378 44	
5021	Albany Junction, n. o., to Troy	6.20	726 26	
5022	Rochester to Charlotte	9	384 75	
5023	do	12.06	12,719 83	
5024	do	7.50	320 62	
5025	Delaware and Hudson Canal Co	62.87	4,300 30	
5026	do	15.20	649 80	
5027	do	186.79	28,731 95	
5028	do	22.66	977 26	
5029	do	143.23	14,605 39	
5030	do	23.52	1,005 48	
5031	do	15.47	661 34	

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.			Annual pay for office cars.			Total annual pay.			Cost per mile for transportation.			Cost per mile for railway post-office cars.		
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
6031	New York—Continued.	Delaware and Hudson Canal Co.	21.70	6	964 78	964 78	964 78	964 78	964 78	964 78	964 78	964 78	964 78	44 46	44 46	44 46	44 46	44 46	44 46
6032	Nineveh Junction, n. o., to Jefferson	do	6.31	15	399 23	399 23	399 23	399 23	399 23	399 23	399 23	399 23	399 23	63 27	63 27	63 27	63 27	63 27	63 27
6033	Falls Point	do	14.78	12	2,047 17	2,047 17	2,047 17	2,047 17	2,047 17	2,047 17	2,047 17	2,047 17	2,047 17	136 51	136 51	136 51	136 51	136 51	136 51
6034	Oswego to Machana	Rome, Watertown and Ogdensburgh R. R.	29.03	12	2,333 14	2,333 14	2,333 14	2,333 14	2,333 14	2,333 14	2,333 14	2,333 14	2,333 14	80 37	80 37	80 37	80 37	80 37	80 37
6035	Watertown to Cano Vincent	do	25.82	12	1,214 31	1,214 31	1,214 31	1,214 31	1,214 31	1,214 31	1,214 31	1,214 31	1,214 31	47 03	47 03	47 03	47 03	47 03	47 03
6036	do	do	141.90	17.07	17,361 11	17,361 11	17,361 11	17,361 11	17,361 11	17,361 11	17,361 11	17,361 11	17,361 11	122 27	122 27	122 27	122 27	122 27	122 27
6037	do	do	33.48	18	2,007 83	2,007 83	2,007 83	2,007 83	2,007 83	2,007 83	2,007 83	2,007 83	2,007 83	76 11	76 11	76 11	76 11	76 11	76 11
6038	do	do	146.64	6	11,534 70	11,534 70	11,534 70	11,534 70	11,534 70	11,534 70	11,534 70	11,534 70	11,534 70	76 05	76 05	76 05	76 05	76 05	76 05
6039	Utica and Black River R. R.	do	12.51	12	534 80	534 80	534 80	534 80	534 80	534 80	534 80	534 80	534 80	42 75	42 75	42 75	42 75	42 75	42 75
6040	Delaware, Lackawanna and Western R. R.	do	30.32	12	2,281 27	2,281 27	2,281 27	2,281 27	2,281 27	2,281 27	2,281 27	2,281 27	2,281 27	75 24	75 24	75 24	75 24	75 24	75 24
6041	do	do	54.28	12.74	4,455 30	4,455 30	4,455 30	4,455 30	4,455 30	4,455 30	4,455 30	4,455 30	4,455 30	82 08	82 08	82 08	82 08	82 08	82 08
6042	do	do	34.13	12	2,217 76	2,217 76	2,217 76	2,217 76	2,217 76	2,217 76	2,217 76	2,217 76	2,217 76	64 98	64 98	64 98	64 98	64 98	64 98
6043	do	do	22.64	12	1,111 91	1,111 91	1,111 91	1,111 91	1,111 91	1,111 91	1,111 91	1,111 91	1,111 91	50 43	50 43	50 43	50 43	50 43	50 43
6044	Long Island R. R.	do	11.64	12	493 33	493 33	493 33	493 33	493 33	493 33	493 33	493 33	493 33	42 75	42 75	42 75	42 75	42 75	42 75
6045	do	do	97.17	12	9,388 56	9,388 56	9,388 56	9,388 56	9,388 56	9,388 56	9,388 56	9,388 56	9,388 56	96 62	96 62	96 62	96 62	96 62	96 62
6046	do	do	33.50	12	2,176 83	2,176 83	2,176 83	2,176 83	2,176 83	2,176 83	2,176 83	2,176 83	2,176 83	84 98	84 98	84 98	84 98	84 98	84 98
6047	Vacant.	do	249.43	7.76	15,354 91	15,354 91	15,354 91	15,354 91	15,354 91	15,354 91	15,354 91	15,354 91	15,354 91	61 56	61 56	61 56	61 56	61 56	61 56
6048	Oswego to Middletown	New York, Ontario and Western Rwy.	33	6	777 13	777 13	777 13	777 13	777 13	777 13	777 13	777 13	777 13	43 61	43 61	43 61	43 61	43 61	43 61
6049	Wellsville to Eldred	Bradford, Eldred and Cuba R. R.	17.82	6	563 87	563 87	563 87	563 87	563 87	563 87	563 87	563 87	563 87	42 75	42 75	42 75	42 75	42 75	42 75
6050	Walton to Delhi	New York, Ontario and Western Rwy.	13.19	12	563 87	563 87	563 87	563 87	563 87	563 87	563 87	563 87	563 87	42 75	42 75	42 75	42 75	42 75	42 75
6051	Clinton to Rome	Rome and Clinton R. R.	183.76	10.36	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	945 63	945 63	945 63	945 63	945 63	945 63
6052	Buffalo to Elvria	Lake Shore and Michigan Southern Rwy.	25.50	10.36	116,989 45	116,989 45	116,989 45	116,989 45	116,989 45	116,989 45	116,989 45	116,989 45	116,989 45	287 28	287 28	287 28	287 28	287 28	287 28
6053	Elvria to Millbury	do	79.30	10.36	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	365,061 92	400 85	400 85	400 85	400 85	400 85	400 85
6054	Millbury to Toledo	do	8	10.36	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	713 93	713 93	713 93	713 93	713 93	713 93
6055	Toledo to Elkhart	do	142.70	10.36	30,810 34	30,810 34	30,810 34	30,810 34	30,810 34	30,810 34	30,810 34	30,810 34	30,810 34	90 63	90 63	90 63	90 63	90 63	90 63
6056	Elkhart to Chicago	do	101.62	10.36	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	10,810 34	90 63	90 63	90 63	90 63	90 63	90 63
6057	Rouse's Point to Ogdensburgh	Ogdensburgh and Lake Champlain R. R.	119.28	9	3,212 52	3,212 52	3,212 52	3,212 52	3,212 52	3,212 52	3,212 52	3,212 52	3,212 52	55 58	55 58	55 58	55 58	55 58	55 58
6058	Chatham to Bennington	Lebanon Springs R. R.	67.80	9	235 12	235 12	235 12	235 12	235 12	235 12	235 12	235 12	235 12	42 75	42 75	42 75	42 75	42 75	42 75
6059	Schoharie to Middleburgh	Middleburgh and Schoharie R. R.	5.50	12	235 12	235 12	235 12	235 12	235 12	235 12	235 12	235 12	235 12	42 75	42 75	42 75	42 75	42 75	42 75

Pay not fixed.

### RAILROAD SERVICE IN 1892



6056	Schoharie Junction, n. o., to Schoharie	4.38	12	213 48	213 48	48 74
6057	Utica to Randolphville	31.50	12	1,836 64	1,836 64	56 14
6058	Buffalo to Emporium	123	10.88	8,404 85	8,404 85	76 95
6059	Olean to Angelica	40.51	6	220 50	220 50	42 75
6060	Shanawake Junction, n. o., to Shanawake	5.10	21	3,213 94	3,213 94	71 82
6061	Broton to Corry	44.75	12	928 53	928 53	42 75
6062	Valley	21.72	12	7,757 15	7,757 15	111 15
6063	and	60.79	18	3,278 79	3,278 79	94 91
6064	and	35.00	18.5	6,075 01	6,075 01	82 94
6065	Syracuse to Blaghamton	60.48	16	112 80	112 80	94 05
6066	Rose's Point to Canada Line, n. o.	1.20	6	9,873 72	9,873 72	203 75
6067	and	48.40	30.18	555 75	555 75	42 75
6068	and	13	12	768 93	768 93	42 75
6069	and	17.94	18	201 98	201 98	42 75
6070	and	6.83	12	2,187 41	2,187 41	49 59
6071	New York R. R.	44.11	11.40	6,968 72	6,968 72	75 24
6072	Genova, Ithaca and Sayre R. R.	92.02	6	4,598 60	4,598 60	62 42
6073	and	73.64	6	646 38	646 38	51 30
6074	n. o., to New	12.00	22.10	4,457 62	4,457 62	68 40
6075	Horseheads to Cortland	65.17	6	1,097 17	1,097 17	43 75
6076	Freeville to Auburn	39.70	6	1,073 24	1,073 24	43 01
6077	Saratoga Springs to Schuylerville	13.55	6	1,920 75	1,920 75	42 75
6078	Port Jervis to Monticello	24.61	6	3,231 42	3,231 42	65 84
6079	Poughkeepsie to State Line	44.93	6	1,933 39	1,933 39	71 82
6080	Canastota to Cortland	49.09	7.62	640 62	640 62	42 75
6081	Fonda to Northville	20.92	14.23	1,892 98	1,892 98	53 01
6082	Johnsonville to Greenwich	14.90	15.37	6,113 15	6,113 15	52 16
6083	Montgomery to Rondout	35.71	6.33	3,221 97	3,221 97	55 58
6084	Sayre to Fair Haven	117.29	12.82	847 60	847 60	52 16
6085	Dutchess Junction to Millerton	57.97	6	11,952 42	11,952 42	129 96
6086	Cooperstown to Cooperstown Junction, n. o.	16.25	12	5,653 76	5,653 76	93 20
6087	and	91.97	10.86	1,874 50	1,874 50	47 98
6088	and	60.77	12	1,453 50	1,453 50	42 75
6089	and	39.15	6	4,531 05	4,531 05	64 96
6090	and	34	6	606 19	606 19	42 75
6091	and	60.73	12	7,840 04	7,840 04	78 06
6092	Middletown to Pine Bush	14.18	6	405 19	405 19	42 75
6093	Long Island City to Sag Harbor	90.67	12	7,840 04	7,840 04	78 06



## RAILROAD SERVICE IN 1932.

85

Station	Phenicia to Hunter	Stony Grove and Catskill Mount- ain R. R.	15.24	0	1,708,125 44	289,069 07	1,597,185 51	Do.
NEW JERSEY			6.34 36					
7001	New York to Easton	Central Railroad Company of New Jersey.	74	12	10,123 20		10,123 20	136 80
7002	Somerville to Flemington	do	16.00	18	646 56		646 56	42 75
7003	Elizabethport, n. o. to Point Pleasant	do	58.15	15	5,960 32		5,960 32	118 85
7004	New York to Philadelphia	Pennsylvania R. R.	89.54	107 48	123,716 62	33,577 50	157,293 12	1,381 68
7005	Camden to Monmouth Junction	do	52.32	8.09	3,788 26		3,788 26	70 11
7006	Camden to Hightstown	do	52.13	10.50	3,543 23		3,543 23	66 69
7007	Hightstown to Medford	do	14.97	14	639 96		639 96	42 75
7008	Trenton to Manunka Chunk, n. o.	do	67.85	27 46	5,453 10		5,453 10	80 87
7009	Lambertville to Flemington	do	12.52	12	535 23		535 23	42 75
7010	East Millstone to New Brunswick	do	8.41	12	359 52		359 52	42 75
7011	Rocky Hill to Monmouth Junction	do	6.76	12	246 90		246 90	42 75
7012	Kinkora to Lewistown	do	10.70	6	457 42		457 42	42 75
7013	Hoboken to Easton	Morris and Essex R. R.	44.24	10 28	10,371 62		10,371 62	123 12
7014	Dover to Chester	do	13.94	18 41	585 93		585 93	42 75
7015	Philadelphia to Atlantic City	Camden and Atlantic R. R.	59.51	13	4,579 29		4,579 29	76 85
7016	Discontinued January 31, 1932.							
7017	Jersey City to Nyack	Northern Railroad Company of New Jersey.	28.45	12 47	1,727 19		1,727 19	68 71
7018	Easton to Metuchen	Lehigh Valley R. R.	54	19	4,986 36		4,986 36	92 34
7019	Newfield to Atlantic City	West Jersey R. R.	34.73	6				
7020	Discontinued March 31, 1932.							
7021	Elmer to Salem	West Jersey R. R.	17.01	12	758 26		758 26	44 46
7022	Woodbury to Swedesboro	do	11.28	12	482 22		482 22	42 75
7023	Jamestown to Sea Girt, n. o.	Pennsylvania R. R.	27.64	12	1,488 96		1,488 96	53 87
7024	Jersey City to Stony Point	New Jersey and New York R. R.	42.24	16 06	2,203 23		2,203 23	52 16
7025	Waterloo to McAfee Valley	Sussex R. R.	31.11	15 30	1,329 95		1,329 95	42 75
7026	Sandy Hook, n. o. to Pemberton Junction, n. o.	New Jersey Southern R. R.	65	6	2,778 75		2,778 75	42 75
7027	Newark to Mountclair	Newark and Bloomfield R. R.	8.59	28 64	309 92		309 92	47 03
7028	Hoboken to Devilsville	Delaware, Lackawanna and Western R. R.	34.17	30	4,148 57		4,148 57	121 41
7029	Whiting to Alco	New Jersey Southern R. R.	33.30	6	1,423 57		1,423 57	42 75
7030	Newark to Patterson	New York, Lake Erie and West- ern R. R.	13.24	15	566 01		566 01	42 75
7031		Vineland R. R.	37.75	6	1,646 27		1,646 27	43 61
7032		do	30.73	12	1,601 79		1,601 79	43 61
7033		do	20.60	12	880 65		880 65	42 75
7034	Lake	do	51.10	12	2,184 52		2,184 52	42 75
7035	Williamstown	do	9	16 02	384 75		384 75	42 75
7036		do	14.72	6	629 28		629 28	42 75
7037		do	38.40	10	5,366 76		5,366 76	68 71
7038	Rahway to Perth Amboy	Western R. R.	7.34	12	313 78		313 78	42 75
7039	Woodbury to Penn's Grove	Pennsylvania R. R.	20.48	15	875 52		875 52	42 75
7040	High Bridge to Rockaway	Central Railroad Company of New Jersey.	30.31	6	1,062 43		1,062 43	42 75

Pay not fixed on  
4.00 miles.



	Stony Clove and Catskill Mountain R.R.	Central Railroad Company of New Jersey	New York to Easton	15.24	0	1,368,125.44	299,000.07	1,597,185.51	Du.
				0.345.36					
7001	New York to Easton	Central Railroad Company of New Jersey		74	12	10,123.20		10,123.20	136.80
7002	Somerville to Flemington	do		10.06	18	685.56		685.56	42.75
7003	Elizabethport, n. o. to Point Pleasant	do		50.15	15	5,960.32		5,960.32	118.85
7004	New York to Philadelphia	Pennsylvania R.R.		80.54	107.48	123,715.62	33,577.60	157,293.12	1,381.68
7005	Candlen to Monmouth Junction	do		53.32	8.09	3,738.26		3,738.26	70.11
7006	Candlen to Hightstown	do		53.13	10.50	3,543.23		3,543.23	66.60
7007	Burlington to Medford	do		14.97	14	639.96		639.96	42.75
7008	Framton to Manunka Chunk, n. o.	do		67.65	27.46	5,453.10		5,453.10	80.37
7009	Lambert	do		12.52	12	535.23		535.23	42.75
7010	East Montross	do		8.41	12	350.52		350.52	42.75
7011	Rocky Hill to Monmouth Junction	do		6.76	12	288.99		288.99	42.75
7012	Kipkora to Lewistown	do		10.70	6	457.42		457.42	42.75
7013	Hoboken to Easton	Morris and Essex R.R.		84.24	10.26	10,371.62		10,371.62	123.12
7014	Dover to Chester	do		13.94	18.41	505.93		505.93	42.75
7015	Philadelphia to Atlantic City	Camden and Atlantic R.R.		58.51	13	4,570.29		4,570.29	76.95
7016	Discontinued January 31, 1882.								
7017	Jersey City to Nyack	Northern Railroad Company of New Jersey		28.45	12.47	1,727.19		1,727.19	60.71
7018	Easton to Metuchen	Lehigh Valley R.R.		54	19	4,948.36		4,948.36	92.34
7019	Newfield to Atlantic City	West Jersey R.R.		34.71	6				
7020	Discontinued March 31, 1882.								
7021	Elmer to Salem	West Jersey R.R.		17.01	12	750.26		750.26	44.46
7022	Woodbury to Swedesborough	do		11.28	12	482.92		482.92	42.75
7023	Jamestown to Sea Girt, n. o.	Pennsylvania R.R.		27.64	12	1,488.96		1,488.96	53.87
7024	Jersey City to Stony Point	New Jersey and New York R.R.		42.24	16.06	2,203.23		2,203.23	52.16
7025	Waterloo to McAfee Valley	Sussex R.R.		31.11	15.30	1,329.95		1,329.95	42.75
7026	Sandy Hook, n. o., to Pemberton Junction, n. o.	New Jersey Southern R.R.		65	6	2,778.75		2,778.75	42.75
7027	Newark to Mountclair	Newark and Bloomfield R.R.		8.59	29.64	309.92		309.92	47.03
7028	Hoboken to Denville	Delaware Lackawanna and Western R.R.		24.17	30	4,148.57		4,148.57	121.41
7029	Whiting to Alco	New Jersey Southern R.R.		33.20	6	1,423.57		1,423.57	42.75
7030	Newark to Patterson	New York, Lake Erie and Western R.R.		12.24	15	566.01		566.01	42.75
7031	Vineland R.R.	Vineland R.R.		37.75	6	1,646.27		1,646.27	43.61
7032				36.73	12	1,601.79		1,601.79	43.61
7033				20.60	12	890.65		890.65	42.75
7034				51.10	12	2,184.52		2,184.52	42.75
7035				9	16.92	384.75		384.75	42.75
7036				14.72	6	629.28		629.28	42.75
7037				88.46	10	6,366.76		6,366.76	60.71
7038	Railway to Perth Amboy	Western R.R.		7.34	12	313.78		313.78	42.75
7039	Woodbury to Penn's Grove	Pennsylvania R.R.		20.48	15	875.52		875.52	42.75
7040	High Bridge to Rockaway	Central Railroad Company of New Jersey		30.31	6	1,682.43		1,682.43	42.75



## C.—Railroad services as in operation on the 30th of June, 1882—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for		Total annual pay.	Cost per mile for		Remarks.
					transportation.	railway post-office cars.		transportation.	office cars.	
New Jersey—Continued.										
7041			Miles. 81.15	12	Dollars 6,383 25	Dollars.	Dollars. 6,383 25	Dollars. 78 66		
7042			11.41	6	487 77		487 77	42 75		
7043			14.99	15.84	686 45		686 45	44 46		
7044			4.28	12	182 97		182 97	42 75		
7045			7.24	6						Pay not fixed.
7046	Bordentown to Trenton.....		6.04	18	294 26		294 26	48 74		Late branch of route No. 7005.
7047	Jamesburgh to South Amboy .....	do	14.20	10.10	601 30		601 30	56 48		Do.
7048	Branchville Junction, n. o., to Branchville.....	Sussex R. R.	6.63	11.00	283 43		283 43	42 75		Late branch of route No. 7025.
7049	Eatontown to Port Monmouth .....	New Jersey Southern R. R.	9.80	10.10	418 95		418 95	43 75		Late branch of route No. 7026.
7050	Manchester to Barnegat .....	do	22.42	11.81	958 46		958 46	42 75		Do.
7051	Glassborough to Bridgeton .....	West Jersey R. R.	21.03	12	1,564 42		1,564 42	74 89		Late branch of route No. 7041.
7052	Belvidere to Andover.....	Lehigh and Hudson River Rwy	24.37	6	175 77		175 77	52 16		Pay not fixed.
7053	Princeton Junction to Princeton .....	Pennsylvania R. R.	3.37	36						Late branch of route No. 7004.
					220,432 13	23,577 50	254,009 63			
PENNsylvania										
8001	Philadelphia to Pittsburgh .....	R. R.	353	38.64	251,616 24	79,425	431,041 24	906 08	225 00	
8002	Philadelphia to Pottsville .....	Reading R. R.	92.84	22.70	11,112 94		11,112 94	119 70		
8003	Philadelphia to West Chester .....	Baltimore Cen.	26.06	24	3,102 35		3,102 35	116 28		
8004	Philadelphia to Bethlehem .....	Reading R. R.	56.52	40.66	7,973 84		7,973 84	141 06		
8005	Philadelphia to Norristown.....	do	16.47	18	943 56		943 56	57 29		
8006	Philadelphia to Darby .....	Philadelphia and Darby R. R.	7.05	12	271 28		271 28	36 48		
8007	Bridgeport to Downingtown .....	Reading R. R.	21.04	6	832 70		832 70	38 48		
8008	Chester to Port Deposit .....	Baltimore Cen.	59.34	24	5,073 57		5,073 57	83 50		
8009	Honesdale to Lackawaxen .....	Eric and West-	26.13	12	1,295 78		1,295 78	49 59		
8010	Easton to Waverly .....	Lehigh Valley R. R.	303.57	23.28	29,353 34		29,353 34	142 79		

8011	Penn Haven Junction, n. o., to Mount Carmel.	Lehigh Valley R. R.	52.83	15	3,148.82	.....	2,348.82	44.46	.....
8012	Hastie Creek Bridge, n. o., to Audenrold.	do	8.52	6	364.23	.....	364.23	42.75	.....
8013	Pottsville to Herndon	Philadelphia and Reading R. R.	21.03	10.44	4,385.08	{ 600.00 }	4,985.08	53.87	{ 10.00 }
8014	Port Clinton to Williamsport	do	121.66	7	6,033.11	.....	6,033.11	49.50	.....
8015	Sunbury to Tomhickon, n. o.	Pennsylvania R. R.	43.61	6	1,864.32	.....	1,864.32	42.75	.....
8016	Penn Haven Junction, n. o., to Tomhickon.	Lehigh Valley R. R.	24.70	13.72	1,368.82	.....	1,368.82	56.43	.....
8017	Scranton to Northumberland	Delaware, Lackawanna and Western R. R.	80.89	18	7,262.30	.....	7,262.30	80.78	.....
8018	Scranton to Carbondale	Delaware and Hudson Canal Company	17.57	12	1,126.76	.....	1,126.76	64.13	.....
8019	Binghamton to New Hampton	Delaware, Lackawanna and Western R. R.	144.56	17.56	15,450.57	.....	15,450.57	106.88	.....
8020	Elmira to Arnot	Tioga R. R.	53.97	12	3,599.25	.....	3,599.25	66.89	.....
8021	Williamsport to Elmira	Northern Central Rwy.	79.71	18	10,222.80	.....	10,222.80	128.25	.....
8022	Sunbury to Erie	Pennsylvania R. R.	39.81	14.15	26,572.89	{ 945.25 }	27,518.14	176.13	{ 25.00 }
8023	Sunbury to Mount Carmel	Northern Central Rwy.	248.68	12	1,173.06	.....	1,173.06	42.75	.....
8024	Buttsville to Carrollton	New York, Lake Erie and Western R. R.	25.64	25.87	1,819.67	.....	1,819.67	70.97	.....
8025	Irvine to Corry	Buffalo, Pittsburh & Western R. R.	95.12	12.97	5,855.58	.....	5,855.58	61.56	.....
8026	Straaburgh to Leaman Place	do	5.40	6	230.85	.....	230.85	42.75	.....
8027	Lancaster to Middletown	do	31.64	14.51	2,353.69	.....	2,353.69	74.30	.....
8028	Harrisburgh to Auburn	do	58.78	7.79	2,512.84	.....	2,512.84	42.75	.....
8029	Newcastle to Homewood	do	15.43	12	1,570.00	.....	1,570.00	101.75	.....
8030	Harrisburgh to Martinsburgh	do	94.63	15.31	9,223.58	.....	9,223.58	97.47	.....
8031	Columbia to Sinking Spring	do	40.14	15.82	2,056.18	.....	2,056.18	51.30	.....
8032	Columbia to Frederick	do	69.52	7.14	3,507.28	.....	3,507.28	50.45	.....
8033	Junction, n. o., to East Berlin	do	7.86	6	314.64	.....	314.64	42.75	.....
8034	Huntingdon to Mount Dallas Station, n. o.	do	45.15	12	3,358.70	.....	3,358.70	74.30	.....
8035	Tyrone to Curwinstown	Pennsylvania R. R.	47.66	11.16	3,178.44	.....	3,178.44	66.89	.....
8036	Altoona to Henrietta	do	22.32	12	1,471.69	.....	1,471.69	53.87	.....
8037	Frederick to Elmira	do	6.30	12	479.27	.....	479.27	42.75	.....
8038	do	do	10.99	12	3,342.08	.....	3,342.08	60.71	.....
8039	do	do	55.05	6	4,672.09	.....	4,672.09	73.53	.....
8040	Baltimore and Ohio R. R.	do	63.54	12	1,441.83	.....	1,441.83	44.46	.....
8041	Allegheny Valley R. R.	do	82.43	12	17,165.11	.....	17,165.11	129.96	.....
8042	Pennsylvania R. R.	do	132.08	12	1,243.71	.....	1,243.71	64.88	.....
8043	Meadville to Oil City	New York, Pennsylvania and Ohio R. R.	19.14	12	2,223.20	.....	2,223.20	60.71	.....
8044	Erie to New Castle	Pennsylvania Co.	36.62	18	8,315.31	.....	8,315.31	63.79	.....
8045	Oil City to Ashtabula	Lake Shore and Michigan Southern Rwy.	90.24	12	5,240.46	.....	5,240.46	59.86	.....
8046	Bethlehem to Pen Argyl	Lehigh and Lackawanna R. R.	87.56	9.4	1,263.85	.....	1,263.85	42.75	.....
8047	Downingtown to New Holland	Pennsylvania R. R.	29.33	6	1,444.31	.....	1,444.31	52.16	.....

## C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8048	West Chester to Frazer.		7.14	6	274 74	.....	274 74	36 48	.....	
8049	Lewistown Junction, n. o., to Milroy.		12.94	12	553 18	.....	553 18	42 75	.....	
8050	Pottsville to Frickville.		11.62	18.37	496 75	.....	496 75	42 75	.....	
8051	Greenville to Hilliard's.		46.40	12	2,102 84	.....	2,102 84	45 32	.....	
8052	Carlisle to Pine Grove Furnace.		18.92	12	808 63	.....	808 63	42 75	.....	
8053	.....		22.14	12	1,287 21	.....	1,287 21	58 14	.....	
8054	.....		72.08	6	3,124 17	.....	3,124 17	42 75	.....	
8055	.....		23.49	21	1,787 59	.....	1,787 59	76 10	.....	
8056	.....	o Emsus	37.00	7.75	1,539 73	.....	1,539 73	43 61	.....	
8057	.....	.....	13.98	9.43	567 72	.....	567 72	42 75	.....	
8058	.....	.....	3.24	6	188 51	.....	188 51	42 75	.....	
8059	.....	.....	43.40	10.09	1,355 35	.....	1,355 35	42 75	.....	
8060	.....	.....	24.15	6	1,032 41	.....	1,032 41	42 75	.....	
8061	.....	Carbon	13.86	10.4	583 96	.....	583 96	42 75	.....	
8062	.....	.....	4.64	21	206 91	.....	206 91	42 75	.....	
8063	.....	.....	150.32	19.16	16,708 05	.....	16,708 05	111 15	.....	
8064	.....	.....	39.14	6	1,673 23	.....	1,673 23	42 75	.....	
8065	Corning to Antrim.		62.40	13	3,594 16	.....	3,594 16	68 40	.....	
8066	Phoenixville to Uwchland.		11.83	6	505 73	.....	505 73	42 75	.....	
8067	Lewisburgh to Spring Mills.		42.45	7.32	1,814 73	.....	1,814 73	42 75	.....	
8068	.....	.....	14.10	6	802 77	.....	802 77	42 75	.....	
8069	.....	.....	17.19	6	661 47	.....	661 47	34 48	.....	
8070	.....	.....	45.37	12	1,989 56	.....	1,989 56	42 75	.....	
8071	.....	.....	19.38	6	938 78	.....	938 78	42 75	.....	
8072	.....	Cumberland Valley R. R.	2.58	.....	.....	.....	.....	42 75	.....	
8073	.....	Pennsylvania R. R.	45.29	12	2,594 06	.....	2,594 06	57 28	.....	
8074	.....	.....	89.51	26.31	11,556 63	.....	11,556 63	120 11	.....	
8075	.....	Philadelphia and Reading R. R.	7.38	6	279 30	.....	279 30	38 48	.....	
8076	.....	do	10.87	13	508 97	.....	508 97	51 16	.....	

Late branch of route No. 8004.

8076	Red Bank Furnace to Driftwood.....	Allegheny Valley R. R.....	110.45	13	6,327.67	6,327.67	57.29
8077	Chambersburgh to Waynesburgh....	Mount Alto R. R.....	23.43	12	1,001.63	1,001.63	42.75
8078	Tunkhannock to Montrose.....	Montrose Rwy.....	26.27	12	1,208.54	1,208.54	42.75
8079	Wilkes Barre to Scranton.....	Central Railroad Company of New Jersey.....	19.85	6	648.58	648.58	42.75
8080	Mechanicsburgh to Dillsburgh.....	Cumberland Valley R. R.....	8.85	12	378.33	378.33	42.75
8081	Pittsburgh to West Brownsville....	Pennsylvania R. R.....	31.30	12	2,887.15	2,887.15	42.75
8082	Valley Junction to Ebbsvale.....	Bachman Valley R. R.....	12.97	8.3	709.71	709.71	54.72
8083	.....	Pennsylvania R. R.....	22.25	12	951.18	951.18	42.75
8084	.....	do.....	22.35	9.86	955.48	955.48	42.75
8085	.....	East Broad Top Railroad and Coal Company.....	30.08	7.89	1,285.06	1,285.06	42.75
8086	Pollock to Butler.....	Parker and Karna City R. R.....	27.50	12	1,833.97	1,833.97	66.60
8087	.....	Dell's Gap R. R.....	23.69	12	1,012.74	1,012.74	42.75
8088	.....	Pennsylvania R. R.....	3.70	6	158.17	158.17	42.75
8089	.....	Schnykill and Lehigh R. R.....	43.73	6	1,869.45	1,869.45	42.75
8090	.....	Baltimore and Ohio R. R.....	9.10	12	389.02	389.02	42.75
8091	.....	McKean and Buffalo R. R.....	22.04	8.45	942.21	942.21	42.75
8092	York to Delta.....	York and Peach Bottom Rwy.....	35.75	6	1,681.32	1,681.32	47.03
8093	Lawsonham to Sligo.....	Allegheny Valley R. R.....	10.30	6	444.17	444.17	42.75
8094	Oxford to Peter's Creek.....	Peach Bottom R. R.....	20	8.25	855.00	855.00	42.75
8095	Pittsburgh to Castle Shannon.....	Pittsburgh & Castle Shannon R. R.....	6.02	6	257.35	257.35	42.75
8096	New Castle to Stoneborough.....	New Castle and Oil City R. R.....	35.66	7.34	1,653.19	1,653.19	46.36
8097	White Haven to Upper Lehigh.....	Central Railroad Company of New Jersey.....	9.85	6	379.02	379.02	38.48
8098	Norristown to Landedale.....	Stony Creek R. R.....	10.30	6	440.32	440.32	42.75
8099	Oceanica Mills to Ranney.....	Pennsylvania R. R.....	8.88	12	379.62	379.62	42.75
8100	Tamaqua to Mauch Chunk.....	Central Railroad Company of New Jersey.....	12.70	6	585.67	585.67	42.75
8101	Wilkes Barre to Wannie.....	do.....	11.55	6	444.44	444.44	38.48
8102	Hanover Junction to Gettysburgh....	Hanover Junction, Hanover and do.....	12.00	12	2,055.62	2,055.62	64.98
8103	Jenkinstown to Bound Brook.....	.....	16.86	13.1	2,129.80	2,129.80	71.82
8104	South West Junction, n. o., to Fairchance.....	.....	40.82	6	2,820.41	2,820.41	42.75
8105	Sherfield to Brockton.....	Tionesta Valley R. R.....	7.33	6	899.46	899.46	64.18
8106	.....	Northern Central Rwy.....	21.04	10.14	.....	.....	.....
8107	.....	Pennsylvania Co.....	21.10	6	1,923.75	1,923.75	42.75
8108	.....	Pennsylvania R. R.....	45	6	.....	.....	.....
8109	Abington Station, n. o., to Broadville	Northeast Pennsylvania R. R.....	10.51	10.20	518.47	518.47	52.16
8110	Catawissa Junction to Hughesville..	Muncy Creek R. R.....	6.74	12	245.38	245.38	42.75
8111	Vacant.....	.....	.....	.....	.....	.....	.....
8112	Foxburgh to Clarion.....	Pittsburgh, Bradford and Buffalo Rwy.....	31.33	16.26	1,962.24	1,962.24	68.27
8113	Tyone to Renore.....	Pennsylvania R. R.....	25.84	6	.....	.....	.....
8114	Washington to Waynesburgh.....	Waynesburgh & Washington R. R.....	28.97	12	1,535.69	1,535.69	53.01
8115	Pittsburgh to Washington.....	Pittsburgh Southern R. R.....	38.26	6	1,635.61	1,635.61	42.75
8116	Honedale to Carbondale.....	Delaware and Hudson Canal Co.....	19.62	12	838.75	838.75	42.75
8117	Newtown Junction, n. o., to Newtown.	Philadelphia, Newtown and New York R. R.....	27.10	12	1,158.52	1,158.52	42.75
							Pay not fixed.
							Pay not fixed.
							Pay not fixed.

## REPORT OF THE POSTMASTER-GENERAL.

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.		Number of trips a week.	Annual pay for transportation.		Annual pay for railway post-office cars.		Total annual pay.	Cost per mile for transportation.		Cost per mile for railway post-office cars.		Remarks.
			Miles.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.	
8118	PENNSYLVANIA—Continued.	Pittsburgh to Youngstown.	10.67	456 14	6	456 14	456 14	.....	.....	456 14	42 75	42 75	.....	.....	On 6.65 miles pay not fixed.
8119			6.90	294 97	12	294 97	294 97	.....	.....	294 97	42 75	42 75	.....	.....	
8120			9.35	399 71	6	399 71	399 71	.....	.....	399 71	42 75	42 75	.....	.....	
8121			23.60	1,226 07	12	1,226 07	1,226 07	.....	.....	1,226 07	51 80	51 80	.....	.....	
8122			17.50	748 12	12	748 12	748 12	.....	.....	748 12	42 75	42 75	.....	.....	
8123			70.93	10,613 25	22.53	10,613 25	10,613 25	.....	.....	10,613 25	149 63	149 63	.....	.....	
8124			30.62	1,524 57	6	1,524 57	1,524 57	.....	.....	1,524 57	38 48	38 48	.....	.....	
8125			47.20	2,017 80	6	2,017 80	2,017 80	.....	.....	2,017 80	42 75	42 75	.....	.....	
8126			25.63	876 54	6	876 54	876 54	.....	.....	876 54	34 20	34 20	.....	.....	
8127			10.97	468 96	15.84	468 96	468 96	.....	.....	468 96	42 75	42 75	.....	.....	
8128			15.28	308 93	6	308 93	308 93	.....	.....	308 93	42 75	42 75	.....	.....	
8129		Irwin's Station to Sewickley, n. o.	9.79	394 81	6	394 81	394 81	.....	.....	394 81	54 20	54 20	.....	.....	
8130		Daguerehonda to Dagna Mines	6.01	256 92	6	256 92	256 92	.....	.....	256 92	42 75	42 75	.....	.....	
8131		Lumber Yard, n. o., to Ebertale.	18.64	796 86	6	796 86	796 86	.....	.....	796 86	42 75	42 75	.....	.....	Late branch of route No. 8016, Do. Late branch of route No. 8020, Late branch of route No. 8031, Late branch of route No. 8034
8132			26.05	1,113 63	12	1,113 63	1,113 63	.....	.....	1,113 63	42 75	42 75	.....	.....	
8133			4.94	211 18	12	211 18	211 18	.....	.....	211 18	42 75	42 75	.....	.....	
8134			6.23	266 33	12	266 33	266 33	.....	.....	266 33	42 75	42 75	.....	.....	
8135		Tunnel to Eckley	2.24	95 76	6	95 76	95 76	.....	.....	95 76	42 75	42 75	.....	.....	Late branch of route No. 8063, Late branch of route No. 8036, Late branch of route 8063.
8136		Blossburgh to Morris Run	4.09	174 84	12	174 84	174 84	.....	.....	174 84	42 75	42 75	.....	.....	
8137		Junction to Quarryville.	23.50	1,004 62	14.22	1,004 62	1,004 62	.....	.....	1,004 62	42 75	42 75	.....	.....	
8138		Saxton to Dudley	6.16	264 19	6	264 19	264 19	.....	.....	264 19	42 75	42 75	.....	.....	
8139		Lawrenceville to Etland	12.88	832 40	12	832 40	832 40	.....	.....	832 40	64 13	64 13	.....	.....	Late branch of route No. 8063, Late branch of route No. 8036, Late branch of route 8063.
8140		Duncaneville to Newry	3.18	135 94	12	135 94	135 94	.....	.....	135 94	42 75	42 75	.....	.....	
8141		Broad Ford to Mount Pleasant	10.45	446 74	6	446 74	446 74	.....	.....	446 74	42 75	42 75	.....	.....	

8142	Cumminsville to Uniontown .....	Baltimore and Ohio R. R.	12 26	12	554 89	.....	554 89	42 75	Do
			5,490.08		710,641 80	81,620 25	791,662 05		
<b>DELAWARE.</b>									
9301	Wilmington to Delmar ..	Philadelphia, Wilmington and Baltimore R. R.	97 02	12 36	12,442 81	.....	12,442 81	128 25	.....
9502	Delmar to Crestfield ..	Eastern Shore R. R.	38	6	8,151 72	.....	3,151 72	82 94	.....
9503	Clayton to Oxford ..	Delaware and Chesapeake Rwy.	54.50	6	2,795 85	.....	2,795 85	51 30	.....
9504	Harrington to Lewes ..	Junction and Breakwater R. R.	40	12	2,052 00	.....	2,052 00	51 30	.....
9505	Wilmington to Landenburgh ..	Delaware Western R. R.	20.55	6	878 51	.....	878 51	42 75	.....
9506	Georgetown to Selbyville ..	Breakwater and Frankford R. R.	20.77	6	1,029 96	.....	1,029 96	49 59	.....
			270.84		22,350 87	.....	22,350 87		
<b>MARYLAND.</b>									
10001	Baltimore to Philadelphia ..	Philadelphia, Wilmington and Baltimore R. R.	96	57.75	53,434 56	9,600 00	63,034 56	556 81	100 00
10002	Baltimore to Sunbury ..	Northern Central Rwy.	137.80	23.83	20,301 45	3,445 00	23,746 45	191 52	25 00
10003	Baltimore to Wheeling ..	Baltimore and Ohio R. R.	304.30	27.47	119,242 78	27,354 40	146,597 18	302 87	80 00
10004	Araby to Frederick ..	do	3.11	27	175 49	.....	175 49	56 43	For 233.75 miles. For 56 36 miles.
10005	Worcuton to Hagerstown ..	do	24.56	12	1,427 91	.....	1,427 91	58 14	.....
10006	Baltimore to Williamsport ..	Western Maryland R. R.	93.20	12	7,092 52	.....	7,092 52	76 10	.....
10007	Annapolis to Annapolis Junction ..	do	21.11	15	1,407 82	.....	1,407 82	66 69	.....
10008	.....	do	33.61	6	1,494 30	.....	1,494 30	44 46	.....
10009	.....	do	30.68	6	1,311 57	.....	1,311 57	42 75	.....
10010	.....	do	35.19	6	1,504 37	.....	1,504 37	42 75	.....
10011	.....	do	33.76	12	1,818 65	.....	1,818 65	53 87	.....
10012	Clayton to Chestertown ..	Kent County R. R., Fred Gerker, leasee.	32.73	6	2,126 79	.....	2,126 79	64 96	.....
10013	Bay View, n. e., to Washington ..	Baltimore and Potomac R. R.	46.10	48.6	25,620 07	4,610 00	30,230 07	555 75	180 00
10014	Rowie to Pope's Creek ..	do	48.89	6	2,908 11	.....	2,908 11	60 71	.....
10015	Newtown Junction, n. e., to Pocomoke City.	Penninsula R. R., William Painter, leasee.	9.75	12	416 81	.....	416 81	42 75	.....
10016	Selbyville to Franklin City ..	Worcester R. R.	36.03	8	1,663 50	.....	1,663 50	46 17	.....
10017	Baltimore to Harner's Ferry ..	Baltimore and Ohio R. R.	81.13	12.33	5,688 02	.....	5,688 02	70 11	.....
10018	.....	Northern Central Rwy.	5.50	6	211 64	.....	211 64	38 48	.....
10019	.....	do	7.26	18	310 36	.....	310 36	42 75	.....
10020	.....	do	20.30	12	1,475 40	.....	1,475 40	72 58	.....
10021	.....	do	21.90	12	936 21	.....	936 21	42 75	.....
10022	.....	and	7.31	6	.....	.....	.....	.....	Pay not fixed. Late branch of route No. 10001.
10023	.....	do	4.11	21	175 70	.....	175 70	42 75	.....
			1,224 33		258,964 03	45,009 40	302,003 43		
<b>VIRGINIA.</b>									
11001	Washington to Richmond ..	Richmond, Fredericksburgh and Potomac R. R.	116	20	36,498 24	12,920 00	50,418 24	314 64	120 00
11002	Alexandria to Lynchburg ..	Virginia Midland Rwy.	167.71	14	41,296 91	13,416 80	54,713 71	246 24	80 00

## REPORT OF THE POSTMASTER-GENERAL.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
<b>VIRGINIA—Continued.</b>										
11003		Virginia Midland Rwy.	62.55	6	2,585 48		2,585 48	57 29		90.72 miles, no pay fixed. 141.74 miles R. P. O. cars, at \$90 per mile.
11004		Washington and Ohio R. R.	52.30	10.37	2,990 53		2,990 53	57 29		
11005		Chesapeake and Ohio Rwy.	510.18	13	40,167 48		40,167 48	96 76		
11006	Richmond to Charlotte	Richmond and Danville R. R.	282.34	21	60,532 97	14,854 20	75,387 17	215 46	25 00	
11007	Richmond to West Point	do	40.50	9	2,043 22		2,043 22	50 45		
11008	Richmond to Petersburg	Richmond and Petersburg R. R.	22.39	28	5,970 92	1,871 20	6,970 92	219 03	80 00	
11009	Petersburgh to Weldon	Petersburgh R. R.	65.31	17.5	13,178 25	5,234 80	18,403 05	201 78	80 00	
11010		Norfolk and Western R. R.	10.46	6	447 16		447 16	42 76		
11011		do	82.14	7	8,427 56		8,427 56	102 60		
11012		do	123.70	7	6,668 56		6,668 56	53 87		
11013		do	205.52	7	36,374 98	5,128 00	41,512 98	176 99	25 00	
11014		do	10.03	6	428 78		428 78	42 75		
11015		Seaboard and Roanoke R. R.	70.31	6	5,357 39		5,357 39	67 55		
11016		n. o.	56.34	14	11,684 48	5,307 20	16,991 68	176 18	80 00	
11017			28.51	6	641 25		641 25	34 20		
11018			7	33	1,783 53	175 60	1,958 53	254 79	25 00	
11019	Sutherland to Milton		7	12	298 25		298 25	42 75		
11020	Fredericksburgh to Orange Court-House.		28.83	6	1,659 98		1,659 98	42 75		93 miles pay not fixed.
11021	Hagerstown to Roanoke		236.41	7	7,970 72		7,970 72	55 58		Pay on 90.92 miles not fixed.
11022	Elba to Rocky Mount	Virginia Midland Rwy.	37.23	6	1,501 58		1,501 58	42 75		No pay fixed on 32.50 miles. No pay fixed.
11023	Richmond to Lynchburgh	Richmond and Alleghany R. R.	147.50	6	2,515 54		2,515 54	44 46		
11024	Owl Run to Warrenton	Virginia Midland Rwy.	9.17	7	392 01		392 01	42 75		
11025	Orange to Gordonsville	do	9.79	9.50	594 35		594 35	60 71		
11026	Norfolk to Edenton	Elizabeth City and Norfolk R. R.	74.05	6	2,959 59		2,959 59	64 13		
11027	Clifton Forge to Lynchburgh	Richmond and Alleghany R. R.	87.47	6	2,349 98		2,349 98	42 75		
11028	Danville to Stockton	Danville and New River R. R.	33.70	6						



[illegible]

## C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>SOUTH CAROLINA—Continued.</b>										
14007	Chester C. H. to Lincolnton	Chester and Lenoir Narrow Gauge R. R.	65.17	6	3,126 86		3,126 86	47 98		
14008		Columbia and Greenville R. R.	68.50	6	2,928 37		2,928 37	42 75		
14009		do	11.82	6	5,505 30		5,505 30	42 75		
14010			110.74	7	5,777 76		5,777 76	52 16		
14011			51.25	6	2,190 93		2,190 93	42 75		
14012			31.93	6	1,365 00		1,365 00	42 75		
14013			80.20	6	1,291 04		1,291 04	42 75		
14014			26.02	6	1,112 35		1,112 35	42 75		
14015	Lanes to Sumter		40.00	6						No pay fixed.
14016	Belton to Walhalla	South Carolina.	43.53	6	1,860 90		1,860 90	42 75		
14017	Branchville to Augusta	Columbia and Greenville R. R.	75.45	21	6,644 83		6,644 83	88 07		
14018	Kingville to Camden	South Carolina R. R.	39.08	9.5	2,135 72		2,135 72	54 72		
		do								
			1,319.40		108,580 56	19,650 00	128,230 56			
<b>GEORGIA.</b>										
15001	Atlanta to Air Line Junction	At'lta and Ch'lotta Air Line Rwy	269.33	14	49,510 83	21,546 40	71,057 23	183 83	80 00	
15002	Atlanta to Chattanooga	Western and Atlantic R. R.	138.47	14	23,441 58	9,000 65	32,442 23	169 29	65 00	
15003	Atlanta to West Point		88.60	14	14,883 07	4,330 00	19,213 07	171 88	50 00	
15004	Augusta to Atlanta		172.69	14	21,307 70	2,538 85	23,846 55	128 98	15 00	
15005	Millen to Augusta	Central Rail- and Banking Company.	53.57	14	2,527 04		2,527 04	65 84		
15006	Washington to Barnett	and Banking	18.66	6	793 44		793 44	42 75		
15007	Union Point to Athens		40.95	7	2,090 71		2,090 71	49 59		
15008	Kingston to Rome	Rome R. R.	30.32	9.5	368 68		368 68	42 75		
15009	Savannah to Jacksonville	Savannah, Florida & West. Rwy.	172.75	14	29,098 01	6,133 35	35,231 36	168 44	35 02	
15010	Savannah to Macon	Central Railroad and Banking Company.	102.44	14	14,554 42		14,554 42	75 24		
15011	Macon to Columbus	Southwestern R. R.	100.47	6	6,355 73		6,355 73	63 27		
15012	Macon to Atlanta	Central Railroad and Banking Company.	163.80	14	14,196 84		14,196 84	136 80		
15013	Macon to Brunswick	Macon and Brunswick R. R.	190.56	11.63	16,294 59		16,294 59	85 50		

No.	Locality	Company	Length	Capital	Revenue	Operating	Fixed	Notes
15014	Central Railroad and Banking Company.	do	17.70	6	760 52	760 52	42 75	
15015	do	do	21.94	0	987 93	987 93	42 75	
15016	Southwestern R. R.	do	148.90	7	12,434 96	12,434 96	42 75	
15017	do	do	13.32	0	569 43	569 43	42 75	
15018	Savannah, Florida & West'n Rwy.	do	24.30	7	11,790 65	11,790 65	42 75	
15019	Central Railroad and Banking Company.	do	28.24	0	702 38	702 38	42 75	
15020	do	do	16.43	0	1,562 51	1,562 51	42 75	
15021	do	do	78.59	9	5,375 55	5,375 55	42 75	
15022	do	do	60.12	6	2,570 13	2,570 13	42 75	
15023	Alabama R. R.	do	172.39	0	6,633 50	6,633 50	42 75	
15024	Columbus to Hood	do	32.70	0	1,397 92	1,397 92	42 75	
15025	Athens to Dalton	do	40.53	7	1,836 81	1,836 81	42 75	
15026	Toccoa to Elberton	do	50.42	0	2,155 45	2,155 45	42 75	
15027	Vacant.	do	10.62	12	454 00	454 00	42 75	
15028	Wadley to Louisville	do	10	0	427 50	427 50	42 75	
15029	Hartwell to Bowersville	do	24.34	6	1,040 53	1,040 53	42 75	
15030	do	do	37	7	1,581 75	1,581 75	42 75	
15031	Lawrenceville Branch R. R.	do	9.90	0	423 22	423 22	42 75	
15032	Talbotton R. R.	do	7.20	14	307 80	307 80	42 75	
15033	Walton R. R.	do	10.72	0	470 25	470 25	42 75	
15034	Roswell R. R.	do	11	0	6,041 15	6,041 15	42 75	
15035	Savannah, Florida & West'n Rwy.	do	48.85	0	452 72	452 72	42 75	
15036	Augusta and Knoxville R. R.	do	10.50	0	1,451 28	1,451 28	42 75	
15037	Macon and Brunswick R. R.	do	24.07	7	1,242 48	1,242 48	42 75	
15038	Southwestern R. R.	do	50.06	4	2,003 48	2,003 48	42 75	
15039	do	do	23.20	0	2,003 48	2,003 48	42 75	
15040	do	do	2,754.50	0	2,754.50	2,754.50	42 75	
15041	do	do	154.88	6	8,577 46	8,577 46	42 75	
15042	do	do	156.87	7	9,595 35	9,595 35	42 75	
15043	Florida Transit R. R.	do	45.28	7	1,920 74	1,920 74	42 41	
15044	Jacksonville, Pennsylvania and Mobile R. R.	do	16.00	0	778 06	778 06	49 59	
15045	Louisville and Nashville R. R.	do	8.33	0	358 10	358 10	42 75	
15046	Saint John's Rwy.	do	60.32	9.25	6,271 47	6,271 47	103 97	
15047	Pennacola and Perdido R. R.	do	40.40	0	1,003 48	1,003 48	42 75	
15048	Florida Central R. R.	do	54.75	0	2,340 56	2,340 56	42 75	
15049	St. John's and Lake Eustis Rwy.	do	23.27	13	1,551 87	1,551 87	42 75	
15050	Fernandina & Jacksonville R. R.	do	47.36	0	2,202 80	2,202 80	47 86	
15051	Florida Transit R. R.	do	47.36	0	2,202 80	2,202 80	47 86	

C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>FLORIDA—Continued.</b>										
16012	Palatka to Gainesville.	Florida Southern Rwy.	42.49	6			654 94	20 82		No pay fixed.
16013	Tallahassee to Saint Mark's.	Jacksonville, Pensacola and Mobile R. R.	21.89	2						
			677.26		35,312 83		35,312 83			
<b>ALABAMA.</b>										
17001	int.	Western R. R. Co. of Alabama.	98	14	14,596 56	4,400 00	18,996 56	165 87	50 00	
17002		Louisville and Nashville R. R.	50.50	7	3,287 33		3,287 33	64 98		
17003		Montgomery and Eufaula R. R.	80.73	7	6,419 64		6,419 64	79 52		
17004			188.31	14	11,786 83		11,786 83	64 30		
17005			309.86	7.96	28,196 87		28,196 87	100 04		
17006			55	6	2,537 92		2,537 92	45 32		
17007			29.62	7	2,226 60		2,226 60	75 24		
17008			85.69	6	4,102 83		4,102 83	47 88		
17009		Alabama Central R. R.	114.15	7	6,441 48		6,441 48	56 43		
17010	Scims to Cleveland.	East Tennessee, Virginia and Georgia R. R.	155	7	19,040 20		19,040 26	61 56		
17011	Gainesville to Narkeeta, D. O.		80.28					76 95		
17012	Mobile to Montgomery.	Tram Road Transportation Co.	22.08	6	943 06		943 06	115 48		
17013	Mobile to New Orleans.	Louisville and Nashville R. R.	67	14	25,124 24	8,983 50	34,107 74	42 75	50 00	
17014	Opelika to Buffalo.	do.	112 67		21,444 87	7,085 00	28,529 87	127 91	50 00	
17015	Chattanooga to Meridian.	E. Alabama and Cincinnati R. R.	141 70	14	965 72		965 72	151 34	50 00	
17016	Onelika to Goodwater.	Alabama and Gt. Southern R. R.	23.50	6	18,168 10		18,168 10	42 75		
17017		Columbus and Western Rwy.	25.04	7	2,940 97		2,940 97	60 20		
17018			60.84	6	1,746 25		1,746 25	48 74		
17019			61.06	4	1,623 87		1,623 87	34 20		
17020			7.11	13	256 50		256 50	25 65		
17021			6.13	13	262 65		262 65	42 75		
17022	Scims to Martin's Station.	New Orleans and Selma R. R.	21.51	14	919 55		919 55	42 75		
17023	Birmingham to Pratt's Mines.	Pratt Coal and Coke Company.	20.55	6	615 06		615 06	29 93		
			6.09	5	260 34		260 34	42 75		

17024 17025	Elmore to Wetumpka Tusculum to Florence	South and North Alabama R. R. Memphis and Charleston R. R.	6.01 6.81	14 7	201 13 269 75	201 13 269 75	42 75 42 75	
MISSISSIPPI.								
18001	Canton to Cairo	Chicago, Saint Louis and New Orleans R. R.	244.27	7 84	51,513 12	8,804 75	60,119 87	149 63 25 00
18002	Memphis to Grenada	Mississippi and Tennessee R. R.	102.84	6	6,825 05		6,825 05	68 69
18003	Vicksburg to Meridian	Vicksburg and Meridian R. R.	45.33	7	9,245 00		9,245 55	76 10
18004	Mobile to Cairo	Mobile and Ohio R. R.	485.69	7	29,424 95		29,424 95	60 88
18005	Vacant.							62 25
18006	Grand Gulf to Port Gibson	Grand Gulf and Port Gibson R. R.	7.31	6	333 87		333 87	42 75
18007	Mulden to Aberdeen	Mobile and Ohio R. R.	9.50	14	406 12		406 12	42 75
18008	Middleton Station to Ripley	Ship Island, Ripley and Kentucky R. R.	20.09	7	1,073 59		1,073 59	42 75
18009	Durant to Kosciusko	Chicago, Saint Louis and New Orleans R. R.	21.79	6	927 67		927 67	42 75
18010	Natchez to Saint Elmo	Natchez Jack's and Colburn R. R.	51.78	6	1,982 07		1,982 07	48 17
18011	Greenville to Arcola	Georgia Pacific Rwy.	22.33	6	956 74		956 74	42 75
18012	Vicksburg to Port Gibson	Mississippi Valley and Ship Island R. R.	31.08	3	342 00		342 00	17 10
18013	Stoneville to Johnsonville	Georgia Pacific Rwy.	20.43	3				11.08 miles no pay fixed.
18014	Artesia to Columbus	Mobile and Ohio R. R.	14.11	14	711 84		711 84	No pay fixed.
18015	Artesia to Starkville	do	11.00	7	495 90		495 90	
TENNESSEE.								
19001	Nashville to Lebanon	Nashville, Chattanooga and Saint Louis Rwy.	31.12	9	1,526 78		1,516 78	48 74
19002	Bristol to Chattanooga	East Tennessee, Virginia and	242.19	9.7	39,537 35	6,052 50	45,589 85	163 31 25 00
19003	Rogersville to Bull's Gap	afternoon R. R.	14.40	6	701 10		701 10	42 75
19004	Nashville to Chattanooga	Chattanooga and	151	16.18	25,046 37	1,887 50	26,933 87	165 87 12 50
19005	Fayetteville to Decherd	Saint Louis Rwy.	40.37	6	1,725 81		1,725 81	42 75
19006	Nashville to Decatur	Louisville and Nashville R. R.	122.33	14	13,896 18		13,896 18	112 86
19007	Nashville to Hickman	Nashville, Chattanooga and Saint Louis Rwy.	170.54	14	14,582 88		14,582 88	85 50
19008	Knorrville to Careyville	East Tennessee, Virginia and Georgia R. R.	38.94	6	1,864 69		1,864 68	42 75
19009	Morristown to Warm Springs	do	58.32	6	1,710 00		1,710 00	42 75
19010	Tracy City to Cowan	Tennessee Coal and Railroad Co	22.31	6	953 75		953 75	42 75
19011	Memphis to Covington	Chesapeake, Ohio and Southwestern R. R.	37.56	6	1,805 69		1,805 69	42 75
19012	Victoria to Bridgeport	Nashville, Chattanooga and Saint Louis Rwy.	19.62	6	838 75		838 75	42 75
10.32 miles no pay fixed.								

## C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
19013	Tennessee—Continued.	Tallahoma to Rock Island.....	48.63	6	1,515 06	.....	1,515 06	42 75	.....	12.18 miles pay not fixed.
19014		Knoxville to Maryville.....	18.45	6	788 73	.....	788 73	42 75	.....	
19015		Columbia to Petersburg.....	36.37	6	1,512 06	.....	1,512 06	42 75	.....	
19016		Dickson to Graham.....	21	6	897 75	.....	897 75	42 75	.....	
19017		Columbia to Terry.....	16.26	12	538 52	.....	538 52	42 75	.....	No pay fixed.
19018		Johnson City to Hampton.....	15.20	6	.....	.....	.....	.....	.....	
19019		Moscow to Somerville.....	13.67	6	584 39	.....	584 39	42 75	.....	No pay fixed.
19020		Wartrace Depot to Shelbyville.....	8.37	18	357 81	.....	357 81	42 75	.....	
19021		Spring City to Jewett.....	12	6	.....	.....	.....	.....	.....	No pay fixed.
			1,131.57		169,878 64	7,940 00	117,818 64			
20001	KENTUCKY.	Ashland to Geigersville.....	14.02	6	590 35	.....	590 35	42 75	.....	
20002		Covington to Lexington.....	99.68	19.14	11,112 77	.....	11,112 77	111 15	.....	
20003		La Grange to Lexington.....	67.25	18	5,577 71	.....	5,577 71	82 94	.....	
20004		Cincinnati to Louisville.....	1.30	23.59	30,848 40	.....	37,370 40	280 44	60 00	
20005		Louisville to Nashville.....	112.13	15.44	46,561 26	.....	56,482 06	280 44	60 00	
20006		Bardstown Junction to Bardstown.....	73.10	6	768 64	.....	768 64	42 75	.....	
20007		Lebanon Junction to Lexington Station.....	17.98	6	7,465 27	.....	7,465 27	86 69	.....	
20008		Bowling Green to Memphis.....	111.94	6	.....	.....	.....	.....	.....	
20009		Paducah to Dyersburgh.....	263.20	13.46	49,057 84	.....	56,953 34	186 39	30 00	18.37 miles no pay fixed.
20010		Chesapeake, Ohio and Southwestern R. R.....	91.84	6	2,183 59	.....	2,183 59	42 75	.....	
20011		Paducah and Ellettsbethtown R. R.....	184.85	7	15,177 82	.....	15,177 82	81 23	.....	
20012		Louisville and Nashville R. R.....	10.83	7	518 54	.....	518 54	47 88	.....	
20013		do.....	19.19	12	836 87	.....	836 87	43 61	.....	
20014		Eastern Kentucky R. R.....	34.76	6	1,435 99	.....	1,435 99	42 75	.....	
20015		Owensboro and Nashville R. R.....	92.50	6	1,790 97	.....	1,790 97	50 45	.....	4 miles no pay fixed.
20016		Kentucky Central R. R.....	50.73	9	2,253 81	.....	2,253 81	64 13	.....	
20017		Chesapeake and Ohio Rwy.....	34.19	13	2,321 06	.....	2,321 06	64 96	.....	

No.	Line	Station	4	14	654 20	240 00	1,194 20	238 55	60 00	Notes
20017	Cincinnati Junction to Louisville and Nashville Junction.	Louisville and Nashville R. R.	44.75	6	4,476 78	.....	4,476 78	85 76	.....	
20018	Louisville to Cecilian	Chesapeake, Ohio and Southwestern R. R.	17.08	8.1	730 17	.....	730 17	42 75	.....	
20019	Johnson's Junction to Hillsborough	Cincinnati and Southeastern Rwy	237.50	8.01	45,306 00	.....	45,306 00	134 24	.....	
20020	Cincinnati to Chattanooga	Cincinnati, New Orleans and Texas Pacific Rwy.	5.62	18	240 25	.....	240 25	42 75	.....	
20021	Harrodsburgh to Harrodsburgh Junction.	Southwestern R. R.	19.68	6	641 32	.....	641 32	42 75	.....	
20022	" " "	Coal Road Construction Company	11	6	470 25	.....	470 25	42 75	.....	
20023	" " "	Louisville and Nashville R. R.	32	6	1,808 00	.....	1,808 00	42 75	.....	
20024	" " "	do	145.82	10.18	10,106 41	.....	10,106 41	60 26	.....	
20025	" " "	do	28.97	12	689 53	.....	689 53	42 75	.....	9.84 miles no pay fired.
20026	" " "	do	42.20	6	1,802 28	.....	1,802 28	42 61	.....	No pay fired.
20027	Ashland to Peach Orchard	Chattahoochee Rwy.	10.67	6	.....	.....	.....	.....	.....	Do.
20028	King's Mountain Station to Middleburgh.	Cincinnati, Green River and Nashville R. R.	76.50	6	1,474 02	.....	1,474 02	42 75	.....	
20029	Mount Sterling to Georgetown	Chesapeake and Ohio Rwy.	2,147.55	6	249,009 17	22,573 80	272,587 97	.....	.....	
20030	Richmond Junction to Richmond	Louisville and Nashville R. R.	.....	.....	.....	.....	.....	.....	.....	
OHIO.										
21001	Bellaire to Columbus	Central Ohio R. R.	104.08	21	24,055 28	4,241 20	28,296 48	194 94	40 00	
21002	Pittsburgh to Chicago	Pennsylvania Company	468.20	32.85	168,932 02	13,502 00	180,524 02	356 54	35 00	
21003	Pittsburgh to Bellaire	do	94.68	18	10,685 58	.....	10,685 58	112 88	.....	
21004	Hudson to Columbus	Cleveland, Mount Vernon and Delaware R. R.	146.62	12	11,533 91	.....	11,533 91	78 66	.....	
21005	Cleveland to Sharpsville	New York, Pennsylvania and	84.50	21	9,031 36	.....	9,031 36	106 88	.....	
21006	Cleveland to Wellsville	do	101.90	24	10,333 91	.....	15,333 91	150 48	.....	
21007	Elyria to Millbury	do	74.86	18.5	54,276 49	15,743 80	70,020 29	725 04	210 31	
21008	Bayard to New Philadelphia	Southern R. R.	82.39	6	1,806 53	.....	1,859 62	57 29	.....	
21009	Cleveland to Sherrodsville	Pennsylvania Company	108.14	12	1,744 20	.....	1,744 20	42 75	.....	
21010	Sandusky to Newark	Conotton Valley R. R.	68.88	14.55	20,256 52	3,555 20	23,811 72	201 78	40 00	
21011	Xenia to Dayton	Baltimore and Ohio R. R.	16.89	18	1,196 68	.....	1,196 68	83 94	.....	
21012	Springfield to Sandusky	Pittsburgh, Cincinnati and Saint	131.35	18	9,771 12	.....	9,771 12	74 39	.....	
21013	Columbus to Delaware	do	28.70	19	2,922 60	.....	2,922 60	213 72	.....	
21014	Columbus to Cincinnati	do	120.16	20.45	35,865 74	12,016 00	47,881 74	206 40	100 00	
21015	Columbus to Indianapolis	Louis Rwy.	192.07	18.9	36,596 85	23,633 75	112,230 60	408 54	125 00	
21016	Gallion to Indianapolis	Cleveland, Columbus, Cincinnati and Indianapolis R. R.	203.95	23	35,574 70	5,009 00	40,583 70	174 42	25 00	
21017	Blanchester to Hillsborough	do	21	13	1,185 08	.....	1,185 08	54 43	.....	
21018	Portsmouth to Hamden Junction	Marquette and Cincinnati R. R.	50	13	4,979 08	.....	4,979 08	73 68	.....	



## C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
OHIO—Continued.										
21019	Toledo to Quincy .....	Wabash, St. Louis & Pacific Rwy	352.14	15.65	90,883 90	23,877 60	114,761 50	191 52	{ 49 00 50 00	
21020	Sandusky to Bloomington .....	Lake Erie and Western Rwy.	122.40	6	28,509 15	.....	28,509 15	61 56	.....	
21021	Carry to Findlay .....	Indiana, Bloomington and Western Rwy.	381.89	12	28,509 15	.....	28,509 15	42 75	.....	
21022	Dayton to Union City .....	Dayton and Union R. R.	47.48	12	2,232 98	.....	2,232 98	47 03	.....	
21023	Dayton to Toledo .....	Cincinnati, Hamilton and Dayton R. R.	142 96	20.04	18,700 71	.....	18,700 71	130 82	.....	
21024	Hamilton to Indianapolis .....	Cincinnati, Hamilton and Indian-	100.08	12	6,714 24	.....	6,714 24	66 68	.....	
21025	Hamilton to Richmond .....	.....	44.04	19	3,818 55	.....	3,818 55	82 94	.....	
21026	Cincinnati to Dayton .....	.....	60.41	28.45	7,945 72	.....	7,945 72	131 53	.....	
21027	Xenia to Springfield .....	.....	20.05	12	857 13	.....	857 13	42 75	.....	
21028	Cincinnati to Parkersburg .....	R. R.	195.16	18.87	48,387 44	7,806 06	56,193 44	247 95	40 00	
21029	Morrow to Dresden .....	Saint	148.78	18	10,555 96	.....	10,555 96	70 97	.....	
21030	Dayton to Richmond .....	.....	42.18	12	2,271 15	.....	2,271 15	53 87	.....	
21031	Harrison to Hagerstown .....	.....	68.16	6	3,898 12	.....	3,898 12	61 56	.....	
21032	Columbus to Pittsburgh .....	Saint	193.88	21.49	123,649 73	48,616 58	167,266 23	637 83	225 00	
21033	Springfield to Columbus .....	West-	45.96	18	3,607 24	.....	3,607 24	78 68	.....	
21034	Salamanca to Dayton .....	Ohio R. R. and	383.31	20.42	36,263 69	.....	36,263 69	93 20	.....	
21035	Youngstown to Cross Cut .....	Pennsylvania Company .....	18.82	12	997 64	.....	997 64	53 01	.....	
21036	Columbus to Athens .....	Columbus, Hocking Valley and Toledo R. R.	77.47	12	5,563 89	.....	5,563 89	71 82	.....	
21037	Niles to New Lisbon .....	New York, Pennsylvania and Ohio R. R.	34.08	9	1,573 47	.....	1,573 47	46 17	.....	
21038	Newark to Shawnee .....	Baltimore and Ohio R. R.	43.00	12	2,064 74	.....	2,064 74	47 03	.....	
21039	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	
21040	Marletta to Canal Dover .....	Cleveland and Marietta R. R.	96.23	6	4,870 72	.....	4,870 72	49 59	.....	

		Cleveland, Tuscarawas Valley and Wheeling R. R.	1882	10, 264 76	10, 264 78	64 66		
21041	Lorain to Bridgeport .....		12					
21042	Cleveland to Cincinnati .....	{ 184.34 }	26	54,734 60	68,251 60	{ 224 01 }	50 00	
21043	Manassas to Toledo .....	{ 90 }	12	5,416 04	5,416 04	{ 224 01 }	75 00	
21044	Harbor to Youngstown .....	57.98	12	2,732 86	2,732 86	61 56		
21045	Toledo to Elkhart .....	63.95	12	53,674 25	70,400 85	42 75		
21046	Painesville to Youngstown .....	134.35	12	2,637 24	2,637 24	401 00	190 00	
21047	Chicago, Ohio, to Chicago, Ill .....	61.60	6	48,982 43	50,504 68	42 75		
21048	Seneca to Cumberland .....	271.03	12	371 49	371 49	179 55	40 00	
		8.60	12			42 75		Distance on extension to Seneca-ville not stated.
21049	Marietta to Parkersburg .....	15.08	20	1,057 25	1,057 25	70 11		
21050	Deebley to McComb .....	10.28	11.1	439 47	439 47	42 75		30.61 miles pay not fixed.
21051	Columbus to Coal Grove .....	123	12	8,668 84	8,668 84	85 50		19.66 miles pay not fixed.
21052	Cincinnati to Wilson .....	67.41	12	3,102 80	3,102 80	64 98		
21053	Columbus to Toledo .....	125.38	12	8,147 19	8,147 19	64 98		
21054	Dayton to Wellston .....	117.34	10.68	5,618 23	5,618 23	47 88		
21055	Toledo to Rush's, n. o. .....	146.80	6	6,780 06	6,780 06	46 17		
21056	Saint Clairsville to Shields .....	7.30	18	315 92	315 92	42 75		
21057	Jeffersonville to Claysville Junction .....	28	6	986 07	986 07	42 75		4.70 miles pay not fixed.
21058	Jackson t .....	109.06	6	4,701 64	4,701 64	42 75		
21059	Junction .....	7.09	12	302 67	302 67	42 75		
21060	Dayton .....	25	9	2,034 90	2,034 90	58 14		
21061	Columbus .....	182.55	12	7,354 82	7,354 82	43 61		23.90 miles pay not fixed.
21062	Toledo to .....	38.89	12	2,826 52	2,826 52	72 08		
21063	Anderson to Youngsville .....	49	6	2,838 25	2,838 25	42 75		
21064	Bellaire to Woodfield .....	108.32	6	4,630 67	4,630 67	42 75		
21065	Vacant .....	19.59	6	537 47	537 47	42 75		
21066	Delphos to Kokomo .....	25.17	12	1,076 01	1,076 01	42 75		
21067	Hillsborough to Sardinia .....	46.82	12	3,601 67	3,601 67	54 72		
21068	Alliance to Phalanx Station .....	11	12	478 25	478 25	42 75		
21069	Columbus to Corning .....	6.87	9	272 31	272 31	42 75		
21070	Cleveland to Euclid .....	7.40	12	518 81	518 81	70 11		
21071	Tontogany to Bowling Green .....	2.35	12	100 46	100 46	42 75		
21072	Valley Junction to Harrison .....	60.38	12	3,672 81	3,672 81	64 13		
21073	Edison to Mount Gilead .....	88.78	6	6,080 12	6,080 12	72 68		
21074	Cleveland to Canton .....	31.48	6	571 90	571 90	42 75		18.10 miles no pay fixed.
21075	Logan to Pomeroy .....							
21076	Paulding to Shane's Crossing .....							

## C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
OHIO—Continued.										
21076	Vacant.									
21077	Nelsonville to New Straitsville	Columbus, Hocking Valley and Toledo Rwy.	38.68	6						No pay fixed.
21078	Cincinnati to Dodds	Cincinnati Northern Rwy.	38.20	6						Do.
21079	Solon to Chagrin Falls	Chagrin Falls and Southern R. R.	5.86	6						Do.
21080	Huron to Massillon	Wheeling and Lake Erie R. R.	87.04	6						Do.
21081	Delphos to Bluffton	Cleveland, Delphos and Saint Louis R. R.	29.09	6						Do.
21082	Saint Mary's to Minster	Lake Erie and Western Rwy.	10.87	6	464.69		464.69	42.75		
21083	Means to Cadiz		8.20	15	309.66		309.66	48.74		
21084	Logan to New Straitsville		13.33	12	569.43		569.43	42.75		
21085	New Richmond Junction, n. o., to New Richmond.		14.66	6	628.71		628.71	42.75		
INDIANA.										
22001	Indianapolis to Vincennes		118	8.67	7,465.86		7,465.86	63.27		
22002	Indianapolis to Terre Haute		74.39	23	35,045.87		44,344.62	444.60	125.00	
22003	Indianapolis to Cincinnati		111.50	19	26,788.99	10,035.00	36,823.99	240.26	90.00	
22004	Indianapolis to Michigan City		161.17	25	12,677.63		12,677.63	78.66		
22005	Indianapolis to La Fayette		64.90	25	17,308.53	4,213.50	21,522.03	367.62	65.00	
22006	Columbus to Madison		45.90	12	2,747.11		2,747.11	59.85		
22007	New Albany to Indianapolis		114.77	21.14	17,859.35		17,859.35	155.61		
22008	Louisville Junction to Michigan City		289.66	8.07	17,556.29		17,556.29	60.61		
22009	Richmond to Chicago		224.12	10.35	15,329.50		15,329.50	68.40		
22010	Cincinnati to East Saint Louis		338.60	18.54	80,216.62	23,703.00	83,918.62	177.84	70.00	
22011	Cambridge to Columbus		65.61	6	2,804.82		2,804.82	42.75		
22012	Evansville to Terre Haute	Evansville & Terre Haute R. R.	110.45	13	13,126.98		13,126.98	118.85		
22013	Terre Haute to Rockville	Terre Haute & Indianapolis R. R.	23.96	6	1,126.83		1,126.83	47.63		

No.	Line.	From.	To.	Rate.	Days.	Pay.	Notes.
22014	State Line, n. o., to Logansport.	Logansport	State Line, n. o.	41.10	8.25	4,290.03	70 11
22015	North Vernon to Rushville	Rushville	North Vernon	45.50	6		
22016	Fairland to Martinsville.	Martinsville	Fairland	38.35	6	1,039.46	42 75
22017	Bedford to Logansport.	Logansport	Bedford	114.60	10.89	5,878.98	51 80
22018	Indianapolis to Peoria	Peoria	Indianapolis	212.02	14.2	34,224.63	113 72
22019	Louisville to North Vernon	North Vernon	Louisville	53.73	22	3,675.13	68 40
22020	Fort Wayne to Connersville	Connersville	Fort Wayne	108.89	6	6,107.68	66 58
22021	Richmond to Fort Wayne.	Fort Wayne	Richmond	92.71	11.48	6,707.22	61 56
22022	Anderson to Goshen	Goshen	Anderson	113.29	6	5,715.48	50 45
22023	Oakland City to Mount Vernon	Mount Vernon	Oakland City	88.55	6	1,757.88	42 75
22024	Terre Haute to Danville	Danville	Terre Haute	54.42	18	3,811.17	67 55
22025	Indianapolis to Terre Haute	Terre Haute	Indianapolis	72.45	18	6,813.92	94 85
22026	Vacant.					1,811.25	25
22027	Detroit to Logansport	Logansport	Detroit	214.65	6	5,308.93	56 43
22028	Rockville to Logansport	Logansport	Rockville	95.03	6	4,875.03	51 30
22029	La Fayette to Jankakee	Jankakee	La Fayette	72.75	13	18,411.57	253 08
22030	Terre Haute to Worthington	Worthington	Terre Haute	40.63	6	1,771.87	43 61
22031	Attica to Yellville	Yellville	Attica	21.32	6	911.42	42 75
22032	Evansville to Jasper.	Jasper	Evansville	55.63	12	2,758.69	49 50
22033	Frankfort to Kokomo.	Kokomo	Frankfort	27.85	6	1,100.56	42 75
22034	Rockport to Rockport Junction, n. o.	Rockport Junction, n. o.	Rockport	16.20	6	692.55	42 75
22035	Vacant.						
22036	Swits City to Bedford	Bedford	Swits City	41.20	6	1,765.14	42 75
22037	Anderson to Noblesville	Noblesville	Anderson	19.04	6	813.96	42 75
22038	Delphi to Chicago	Chicago	Delphi	111.61	6	1,710.42	42 75
22039	Fort Branch to Cynthia.	Cynthia	Fort Branch	14.70	6	628.42	42 75
22040	Covington to Snoddy's Mills	Snoddy's Mills	Covington	9.37	6	408.56	42 75
22041	Stewartsville to New Harmony	New Harmony	Stewartsville	6.78	6		
22042	New Castle to Rushville	Rushville	New Castle	24.84	6		
22043	Terre Haute to East Saint Louis	East Saint Louis	Terre Haute	189.99	6	15,504.87	82 08
22044	do do			166.69	17.6	74,110.87	444 60
22045	Lawrenceburg Junction, n. o., to Lawrenceburg.	Lawrenceburg	Lawrenceburg Junction, n. o.	2.46	26	128.31	52 16

## C.—Railroad service as in operation on the 30th of June, 1899—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office cars.	Remarks.
<b>INDIANA—Continued.</b>										
22046	Frankfort to Veedersburgh.....	Toledo, Cincinnati and Saint Louis R. R.	40.15	6						No pay fixed.
22047	Indianapolis to Springfield.....	Indiana, Bloomington and Western Rwy.	140.05	6						Do.
			4,216.77		480,808 15	70,380 25	510,188 40			
<b>ILLINOIS.</b>										
23001	Chicago to Milwaukee.....	Chicago and Northwestern Rwy.	85.37	26	18,708 13	2,756 28	19,522 41	184 68	44 00	
23002	Chicago to Freeport.....	do	121.30	6	18,036 52	2,668 38	21,284 90	153 90	22 00	
23003	Chicago to Union Pacific Transfer, n. o.	do	319.00	8.6	157,958 28	10,502 10	177,460 38	361 67	61 87	
23004	Elgin to Geneva.....	do	372.18				1,898 03	289 34	21 87	
23005	Stirling to East Saint Louis.....	Chicago, Burlington & Quincy R. R.	48.65	6	1,868 08		1,868 08	43 75		
23006	Danville to West Liberty.....	Danville, Olney and Ohio Riv. R. R.	301.12	6	20,200 67		20,200 67	87 21		
23007	Chicago to Burlington.....	Chicago, Burlington & Quincy R. R.	101.11	6						Pay not fixed.
23008	Chicago to Burlington.....	do	88.61	25.3	73,100 30	17,006 81	90,707 11	851 41	105 00	
23009	Rushville to Yates City.....	do	169.41	6	4,347 41		4,347 41	63 27	80 00	
23010	Peoria to Galesburgh.....	do	62.62	6	6,661 17		6,661 17	105 17		
23011	Galesburgh to Quincy.....	do	26.59	6				115 17		
23012	Burlington to Quincy.....	do	101.57	12	19,600 06	5,878 50	24,878 56	194 64	50 00	
23013	Streator to Aurora.....	do	73.65	6	3,563 70		3,563 70	48 74		
23014	Mendota to Clinton.....	do	51.64	6	4,071 54		4,071 54	65 84		
23015	Chicago, Rk. Island & Pacific R. R.	do	65.50	6	2,890 87		2,890 87	43 61		
23016	Chicago, Rk. Island & Pacific R. R.	do	47.46	6	2,028 91		2,028 91	42 75		
23017	Chicago and Alton R. R.	do	152.92	18.28	58,024 95	11,890 80	69,915 65	317 21	65 00	
23018	Chicago and Alton R. R.	do	47.16	6	4,814 66		4,814 66	91 49		
23019	Chicago and Alton R. R.	do	281.12	17.7	56,736 41	14,056 50	70,782 91	201 78	50 00	
23020	Chicago to Cairo.....	do	180.50	15.4	18,057 22		18,057 22	100 04		
23021	Dubuque to Centralia.....	do	70.11	6	2,997 20		2,997 20	42 75		
23022	Joliet to Lake Station.....	Michigan Central R. R.	55.87	18.17	54,178 27	27,094 80	71,873 07	149 12	115 00	
			149.84						50 00	
			164.11						25 00	
			255.62							
			68.80	6	84,172 60	2,546 86	97,718 95	98 50	47 00	
			12.51						25 00	
			45.65	6	1,961 58		1,961 58	42 75		

23023	Decatur to East Saint Louis	112.57	6	22,728.53	4,502.86	27,231.39	150.89	40.00
23024	Peoria to Evansville	250.53	6	14,904.22		14,904.22	59.85	
23025	Hannibal to Bluffs	40.06	6	5,061.88		5,061.88	100.89	
23026	Kingham to Switz's City	8.91	6	8,890.25		8,890.25	90.63	
23027	State Line, n. o., to Warsaw	230.31	6	18,289.29		18,289.29	79	
23028	Discontinued. New Indiana route							
23029	Urbana to Havana	103.14	6	8,172.92		8,172.92	59.85	
23030	East Saint Louis to El Dorado	121.52	6	12,780.25		12,780.25	103.17	
23031	Discontinued. New Indiana route							
23032	Saint Louis to Evansville	100.10	6	12,698.55		12,698.55	85.50	
23033	Beatistown to Shawneetown	220.06	6	12,534.16		12,534.16	54.72	
23034	Springfield to Gilman	112.57	6	4,812.36		4,812.36	42.75	
23035	Chicago to Milwaukee	84.80	24.6	31,912.02	8,680.00	40,592.02	387.65	100.00
23036	Aurora to Foreston	82.47	6	11,775.89	2,061.75	13,837.64	142.79	25.00
23037	Vincennes to Cairo	180	6	10,670.40		10,670.40	66.60	
23038	Peoria to Jacksonville	84.24	6	4,870.18		4,870.18	59.00	
23039	Carbondale to Grand Tower	25.23	6	1,082.43		1,082.43	42.75	
23040	Peoria to Rock Island	91.83	6	8,114.13		8,114.13	66.69	
23041	Quincy to Hannibal	19.69	6	1,548.81		1,548.81	78.66	
23042	Chicago to Danville	125.48	6	9,834.48		9,834.48	74.39	
23043	Streator to Alton	156.91	6	9,251.79		9,251.79	69.00	
23044	Discontinued							
23045	Carbondale to Marion	18.26	6	784.89		784.89	42.75	
23046	Jacksonville to Litchfield	56	6	2,445.30		2,445.30	44.46	
23047	Chester to Tamaroa	42.31	6	2,459.90		2,459.90	58.14	
23048	Terre Haute to Peoria	177.91	6	9,126.78		9,126.78	51.80	
23049	Springfield to Havana	47.48	6	2,670.60		2,670.60	43.61	
23050	Vincennes to Danville	114.91	6	5,806.39		5,806.39	46.17	
23051	Joliet to Pekin	116.14	6	5,961.15		5,961.15	48.74	
23052	Courtland Station to Sycamore	3.26	6	242.85		242.85	46.17	
23053	East Saint Louis to Cairo	154.80	6	8,470.66		8,470.66	54.72	
23054	Chicago to Lanark Junction, n. o.	116.50	6	2,874.74		2,874.74	43.61	
23055	Decatur to Indianapolis	162.90	6	9,060.10		9,060.10	59.00	
23056	Genova to Batavia	2.95	6	158.48		158.48	42.75	
23057	Rochelle to Rockford	27.70	6	1,184.17		1,184.17	42.75	
23058	West Lebanon to Le Roy	76.50	6	3,270.37		3,270.37	42.75	
23059	Rock Island to Cable	28.12	6	1,116.68		1,116.68	42.75	
23060	Covered by route 23024							
23061	Covered by route 23030							
23062	Kankakee to Strawn	51.60	7.6	2,205.89		2,205.89	42.75	
23063	Shumway to Effingham	9.35	6	450.84		450.84	48.74	
23064	Kempton to Woodford	44.79	6	1,914.77		1,914.77	42.75	
23065	Pearl, n. o., to Colfax	14.71	6	628.85		628.85	42.75	
23066	Chicago to Strawn	98.87	6	7,941.66		7,941.66	79.52	
23067	Havana to Fairview	28.09	6	1,209.26		1,209.26	42.75	

Pay not fixed on  
27.65 miles.

## C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
ILLINOIS—Continued.										
23068	Peoria to Farmington	Peoria and Farmington Rwy.	24.85	6	3,809 50		3,809 50	49 59		Pay not fixed.
23069	Kankakee to Seneca	Kankakee and Seneca R. R.	43.42	6	615 17		615 17	42 75		Do.
23070	Galva to Gladstone	Chig. Burlington & Quincy R. R.	76.82	6	2,329 77		2,329 77	48 74		Late br. of route 23007.
23071	Aurora to Turner Junction	do	14.89	6	433 91		433 91	42 75		Late br. of route 23008.
23072	Elmwood to Buda	do	47.80	6	457 42		457 42	42 75		Late br. of route 23012.
23073	Aurora to Batavia	do	10.15	6	283 86		283 86	42 75		Late br. of route 23019.
23074	Varma to Lenoir	Chicago and Alton R. R.	10.70	6	875 09		875 09	42 75		Late br. of route 23026.
23075		Wabash, St. Louis & Pacific Rwy	6.64	16	1,417 16		1,417 16	42 75		Late br. of route 23027.
23076		do	20.47	6	1,782 67		1,782 67	42 75		Late br. of route 23029.
23077		do	33.15	6	1,610 36		1,610 36	60 45		Late br. of route 23032.
23078		Louisville and Nashville R. R.	41.70	6	2,979 56		2,979 56			Late br. of route 23041.
23079		Chicago, Burlington & Quincy R. R.	31.92	6						Pay not fixed.
23080		Strawn & Indiana State Line R. R.	12.84	6						Late br. of route 21919.
23081		Wabash, St. Louis & Pacific Rwy	43.02	12						Pay not fixed.
23082	Dwight to Monticue	Indiana, Illinois and Iowa R. R.	43.44	6						Do.
23083	Bates to Jerseyville	Wabash, St. Louis & Pacific Rwy	55.79	6	2,979 56		2,979 56	60 26		
			7,535.67		855,637 44	111,044 07	966,681 51			
MICHIGAN.										
24001	Toledo to Detroit	Lake Shore & Mich. South. R. R.	71.00	14.47	10,987 96		10,987 96	154 76		
24002	Monroe to Adrian	do	34.82	12	2,441 23		2,441 23	70 11		
24003	Adrian to Jackson	do	47.24	6	8,110 28		8,110 28	65 84		
24004	White Pigeon to Grand Rapids	do	95.67	9	8,809 39		8,809 39	92 06		
24005	Jonesville to Lansing	do	60.88	6	2,913 97		2,913 97	47 88		
24006	Detroit to Chicago	Michigan Central R. R.	75.70	31	55,857 93	18,595 85	74,453 78	202 60	65 03	
24007	Kalamazoo to South Haven	do	40.65	6	1,737 78		1,737 78	42 75		
24008	Jackson to Niles	do	103.93	6	6,220 21		6,220 21	59 85		
24009	Jackson to Maclewan City	do	208.16	8.4	16,421 90		16,421 90	74 98		
24010	Jackson to Grand Rapids	do	94.46	12	8,803 67		8,803 67	93 20		
24011	Vacant									
24012	Niles to South Bend	do	12.25	6	523 68		523 68	42 75		
24013	Detroit to Bay City	do	108.62	12	10,679 51		10,679 51	96 32		
										On 63.23 miles pay not fixed.

No.	Line	Stations	Length	Cost	Revenue	Profit	Notes
24014	Saginaw to Cairo	.....do	35.81	1,539 86	42 75		
24015	Monroe to Ludington	Flint and Pere Marquette R. R.	53.02	24,487 01	112 54		
24016	Ionia to Big Rapids	Detroit, Lansing & Northern R. R.	158.21	4,013 77	59 03		
24017	Detroit to Howard City	do	89.03	14,016 30	87 21		
24018	Port Wayne to Walton	Grand Rapids and Indiana R. R.	180.72	18,543 87	67 03		
24019	Walton to Petoskey	do	98.00	3,782 23	52 57		
24020	Toledo to South Lyon	Toledo, Ann Arbor and Grand Trunk Rwy.	164.03	2,690 89	43 61		
24021	New Buffalo to Pentwater	Chicago & West Michigan Rwy	71.81	12,692 98	75 24		
24022	Muskegon to Big Rapids	do	61.91	2,372 62	42 75		
24023	Allegan to Holland	do	55.50	1,068 33	42 75		
24024	Ypsilanti to Bankers	Detroit, Hillsdale and South-western R. R.	24.99	3,024 13	46 17		
24025	Marquette Junction to East Saginaw	Port Huron & Northwestern Rwy	65.50	3,402 90	42 75		
24026	Grand Rapids to White Cloud	Rwy	79.60	2,010 53	42 75		
24027	Detroit to Grand Haven	Mil.	47.03	23,698 77	123 98		
24028	Detroit to Port Huron	.....do	191.15	8,206 11	126 54		
24029	Jackson to Port Wayne	R. R.	64.85	5,570 86	67 39		
24030	East Saginaw to Saint Louis	R. R.	97.24	1,856 86	47 03		
24031	Port Howard to Ishpeming	Rwy.	35.23	13,227 90	73 87		
24032	Powers to Crystal Falls	.....do	179.07	2,066 09	46 74		
24033	Lenox to Pontiac	Michigan Air Line Rwy	57.74	1,574 47	42 75		
24034	Walton to Traverse City	Traverse City R. R.	28.53	1,235 00	47 03		
24035	Toledo to Detroit	Toledo, Canada Southern and Detroit R. R.	28.26	10,187 36	163 31		
24036	Grosse Isle to Fayette	Lake Shore & Mich. South'n Rwy	44.00	8,787 06	53 87		
24037	Saint Clair to Richmond	Michigan, Michland & Canada R. R.	17.32	716 49	42 75		
24038	Vacant.	.....do	70.30	24,771 87	74 39		
24039	Port Huron to Chicago	.....do	18.76	3,300 32	51 99		
24040	Marquette to L'Anse	.....do	332.00	1,900 33	53 87		
24041	Saint Louis to Lake View	R	63.46	4,639 06	64 98		
24042	Port Huron to Sand Beach	y	38.39	641 25	42 75		
24043	Coleman to Mount Pleasant	.....do	71.70	635 26	42 75		
24044	Harrison Junction, n. o., to Harrison.	.....do	15.00	1,801 96	66 09		
24045	Butler's Junction, n. o., to Manistee.	.....do	14.86	167 15	42 75		
24046	Mears to Hart	Chicago and West Michigan Rwy	27.02	940 03	42 75		
24047	Other Lake Junction to Water-town.	Flint and Pere Marquette R. R.	2.91	861 26	67 55		
24048	East Saginaw to Bay City	.....do	19.65	173 53	48 74		
24049	Saint Clair Junction, n. o., to Saginaw.	.....do	12.75	471 53	42 75		
24050	Enchman to Berrien Springs	Saint Joseph Valley R. R.	3.54	1,771 56	68 40		
24051	Point - saint Ignace, n. o., to Marquette.	Detroit, Mackinac and Marquette R. R.	21.03				
24052	Holland to Grand Rapids	Chicago and West Michigan Rwy	151.20				



C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route	State and terminl.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
24053	MICHIGAN—Continued.		9.70	6	331 74	.....	331 74	34 20	.....	Pay not fixed.
24054	Humboldt to Republic.....	Marquette, Houghton and Ontonagon R. R.	38.24	6	.....	.....	.....	.....	.....	
	East Saginaw to Sebewaing.....	Saginaw, Tuscola & Huron R. R.	4,280.73		331 74	.....	355,061 63	.....	.....	
					25,452 74	18,595 85				
25001		Chicago, Milwaukee and Saint Paul Rwy.	197.14	13.9	25,452 74	.....	25,452 74	129 11	.....	
25002	Milwaukee to North McGregor.....	.....do.....	197.84	14.3	58,358 84	17,805 60	76,164 44	294 98	90 00	
25003	Milwaukee to La Crosse.....	.....do.....	81.89	12	8,241 68	.....	8,241 68	86 10	.....	
25004	Milwaukee to Berlin.....	.....do.....	15.65	12	2,040 64	.....	2,040 64	76 10	.....	
25005	Milton Junction to Shullsburgh.....	.....do.....	76.21	6	2,040 64	.....	2,040 64	47 88	.....	On 33.59 miles pay not fixed.
25006	Watertown to Madison.....	.....do.....	39.05	6	1,609 38	.....	1,609 38	42 75	.....	
25007	Horicon to Portage.....	.....do.....	45.64	6	2,458 62	.....	2,458 62	53 87	.....	
25008					610 89	.....	610 89	42 75	.....	
25009	Nepesunn to Winneconne.....	.....do.....	14.29	6	1,003 08	.....	1,003 08	47 88	.....	
25010	Oshkosh to Ripon.....	.....do.....	20.95	12	31,943 87	9,700 00	41,643 87	139 37	40 00	
25011	Chicago to Green Bay.....	Chicago and Northwestern Rwy.	176.00	13.13	19,984 40	.....	19,984 40	111 50	40 00	
25012			66.50		4,525 45	.....	4,525 45	105 17	.....	
25013	Caledonia Station to Winona Junction.	.....do.....	190.02	12.70	8,039 08	.....	8,039 08	62 42	.....	
25014	Kenosha to Rockford.....	.....do.....	72.50	6	2,530 52	.....	2,530 52	126 54	.....	
25015	Milwaukee to Fond du Lac.....	.....do.....	63.53	6	3,634 94	.....	3,634 94	42 75	.....	
25016	Onalaska to La Crosse.....	.....do.....	8.61	6	11,359 08	.....	11,359 08	82 08	.....	
25017	Winona to Winona Junction, n. o.....	La Crosse, Trempealeau and Prescott R. R.	30.83	12	12,205 47	.....	12,205 47	49 59	.....	
25018					3,634 94	.....	3,634 94	99 18	.....	
25019	Stevens Point to Portage.....	Wisconsin Central R. R.	73.30	6	12,097 50	.....	12,097 50	48 74	.....	
25020	Milwaukee to Green Bay.....	.....do.....	114.53	6	12,097 50	.....	12,097 50	66 69	.....	
25021	Menasha to Ashland.....	.....do.....	250.42	6	3,705 49	.....	3,705 49	47 88	.....	Pay not fixed.
	Milwaukee to Two Rivers.....	Milwaukee, Lake Shore and Western R. R.	85	12	1,861 37	.....	1,861 37	55 58	.....	
	Branch, Manitowoc to Wausan.....	.....do.....	134.27	6	810 96	.....	810 96	42 75	.....	
	Branch, Eland to Summit Lake.....	.....do.....	37.77	6						
	Sheboygan and Fond du Lac R. R.	Sheboygan and Fond du Lac R. R.	78.79	6						
	Warren to Mineral Point.....	Chicago, Milwaukee and Saint Paul Rwy.	33.49	6						
	Calamine to Platteville.....	.....do.....	18.97	6						

No.	Line	Station	Distance	Pay	Notes
25022	New Lisbon to Necedah	Chicago, Mil. & St. Paul Rwy.	12.76	545 49	42 75
25023	Madison to Portage	do	40.73	2,124 47	52 18
25024	Racine to Rock Island	do	197.96	16,578 68	83 79
25025	Gales to Woodmen	Chicago and Tomah R. R.	78.27	3,328 13	43 61
25026	Ran Claire to Abbotford	Wisconsin and Minnesota R. R.	65.43	2,797 13	42 75
25027	Green Bay to Winona	Green Bay, Winona and Saint Paul R. R.	214.31	10,285 10	47 88
25028	Hudson to Gunderson	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	124.95	3,564 58	42 75
25029	Lone Rock to Richland Centre	Pine River Valley and Stevens Point R. R.	14.31	697 25	42 75
25030	Elroy to Saint Paul	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	198.40	16,149 76	81 49
25031	Tomah to Merrill	Chicago, Milwaukee and Saint Paul Rwy.	100.42	6,268 67	57 29
25032	Covered by route 25025.				
25033	North Hudson to River Falls	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	12.20	521 55	42 75
25034	Sparta to Viroqua	Chicago, Milwaukee and Saint Paul Rwy.	85.90	1,565 60	43 61
25035	Fond du Lac to Iron Ridge	Fond du Lac, Amboy and Peoria Rwy.	24.33	1,253 85	42 75
25036	Janesville to Beloit	Chicago, Milwaukee and Saint Paul Rwy.	15.96		Pay not fixed.
25037	Morrillon to Neillville	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	15.60		Do.
25038	Millwaukee to Montfort	Chicago and Northwestern Rwy and Saint	146.31		Do.
25039	Maso Maile to Prairie du Sac	do	10.23		Do.
25040	Hilbert to Appleton	R. and Saint	20.96	2,186 34	104 31
25041	Elkborn to Eagle	do	17.56	750 69	42 75
25042	Lancaster Junction, n. o., to Lancaster	Paul Rwy.	12.34	559 25	45 32
25043	Platteville Junction, n. o., to Platteville	Chicago and Tomah R. R.	4.84	206 91	42 75
25044	Broadhead to Albany	do	7.45		Pay not fixed.
25045		Chicago, Milwaukee and Saint Paul Rwy.			
25046			3,490.71	27,505 60	809,804 85
25047					
25048					
25049					
25050					
25051	Duluth to Glendive	Northern Pacific R. R.	114.62	21,808 92	27 35
25052	Sank Rapids to Brainerd	do	221.85	4,211 72	56 09
25053	Saint Paul to Sauk Rapids	Saint Paul, Minneapolis and Manitoba Rwy.	60.96	10,542 37	69 09
25054	East Saint Cloud to Barnesville	do	76.30	15,741 85	188 17
25055	Breckinridge to Saint Vincent	do	145.65	19,154 70	108 08
25056	Saint Paul to Breckinridge	do	202.91	12,504 57	94 40
25057	Saint Paul to Duluth	do	217.66	6,817 85	57 45
25058	White Bear Lake to Stillwater	Saint Paul and Duluth R. R.	155.73	5,564 30	43 78
25059		do	13.20		42 75

## C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
26009	MINNESOTA—Continued.									
	Saint Paul to McGregor.....	Chicago, Milwaukee and Saint Paul Rwy.	102.86	6	18,150 51	.....	18,150 51	74 58	.....	On 8.79 miles pay not fixed.
26010	Hastings to Aberdeen.....	Chicago, Milwaukee and Saint Paul Rwy.	112.46	6	10,959 31	.....	10,959 31	93 20	.....	Pay not fixed on 110.16 miles.
26011	Covered by route 26013.	do.....	8.79	6				54 04		
26012	Austin to Mason City.....	do.....	202.80	6						
26013	Minneapolis to La Crosse.....	do.....	110.16	6						
26014	Saint Peter to Watertown.....	Winona and Saint Peter R. R....	41.47	12	2,730 38	.....	2,730 38	65 84	.....	
26015	Winona to Saint Peter.....	do.....	142.53	15.4	32,050 72	7,128 50	39,177 22	224 87	50 00	
26016	Sleepy Eye to Redwood Falls.....	do.....	184.73	7.3	12,256 84	.....	12,256 84	66 35	.....	
26017	Rochester to Zumbrota.....	do.....	141.40	6	12,853 62	.....	12,853 62	89 61	.....	
26018	Chatfield to Plainview.....	do.....	3.75	6	1,143 98	.....	1,143 98	48 74	.....	
26019	Vacant.	Chicago and Northwestern R. R....	26.76	6	1,129 45	.....	1,129 45	42 75	.....	
26020	Worthington to Salem.....	Winona and Saint Peter R. R....	26.42	6	1,217 09	.....	1,217 09	42 75	.....	
26021	White Bear Lake to Angus.....	do.....	28.47	6						
26022	Wabasha to Zumbrota.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	101.79	6	3,505 43	.....	3,505 43	55 58	.....	On 38.72 miles pay not fixed.
26023	La Crosse to Flandreau.....	Minneapolis and St. Louis Rwy.	225.48	8.8	16,193 97	.....	16,193 97	71 82	.....	Pay not fixed on 49.78 miles.
26024	Mankato to Wells.....	Chicago, Milwaukee and Saint Paul Rwy.	49.78	6	2,526 09	.....	2,526 09	42 75	.....	
26025	Saint Paul to Saint James.....	do.....	59.09	6						
26026	Saint James to Sioux City.....	Central Railroad Company of Minnesota Rwy.	302.69	6	23,249 20	.....	23,249 20	73 88	.....	
26027	Stillwater to Stillwater Junction, n. o.	do.....	9.00	6	1,744 62	.....	1,744 62	92 34	.....	
26028	Heron Lake to Woodstock.....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	40.81	12	9,890 62	.....	9,890 62	42 75	.....	
26029	Lake Crystal to Elmore.....	do.....	122.53	6						
26030	Luverne to Doon.....	do.....	148.44	6	10,660 96	.....	10,660 96	80 72	.....	
26031	Tracy to Pierre.....	do.....	3.25	15	138 93	.....	138 93	71 82	.....	
26032	Reno to Preston.....	do.....	44.32	6	1,705 43	.....	1,705 43	42 75	.....	Pay not fixed on 8.94 miles.
		do.....	34.51	6	1,475 30	.....	1,475 30	38 48	.....	
		do.....	8.94	6				42 75	.....	
		do.....	28.95	6	1,237 61	.....	1,237 61	42 75	.....	
		Chicago and Northwestern Rwy.	256.85	6	19,907 69	.....	19,907 69	77 81	.....	
		Chicago, Milwaukee and Saint Paul Rwy.	57.67	6	2,465 39	.....	2,465 39	42 75	.....	

No.	Route	Stations	Distance	Pay not fixed.	Do.	Do.	Do.	Do.	Do.
26033	Wyoming to Taylor's Falls	Saint Paul and Duluth R. R. Co.	21 14	6					
26034	Morris to Brown's Valley	Saint Paul, Minneapolis and Manitoba Rwy.	47 36	6					
26035	Barnesville to Moorhead	do	23 40	6					
26036	Junctions to Cloquet	Saint Paul and Duluth R. R.	8 08	6					
26037	Minneapolis to Benton	do and Saint	23 86	6					
26038	Minneapolis to Winthrop	Lonia Rwy.	71 10	6					
26039	Crookston to Grand Forks	do	28 10	6					
26040	Minneapolis to Clear Water	do	51 14	6					
	IOWA.		4,449.67		279,500 44	7,126 50	286,626 94		
27001	Burlington to Albert Lea	Burlington, Cedar Rapids and Northern Rwy.	258.47	6	19,722 50		19,722 50	77 51	
27002	Cedar Rapids to Postville	do	88.89	6	4,522 93		4,522 93	45 32	
27003	Cedar Rapids to Emmetsburg	do	184.06	6	2,846 89		2,846 89	56 43	
27004	Muscatine to What Cheer	do	76.60	6	3,733 48		3,733 48	48 74	
27005	Burlington to Connell Bluffs	Chicago, Burlington & Quincy R. R.	270.50	18.1	52,003 63	11,853 00	63,856 63	177 84	40 00
27006	Chariton to Grant City	do	98.57	6	5,294 31		5,294 31	54 72	
27007	Crescent to Hopkins	do	44.40	6	2,885 11		2,885 11	64 96	
27008	Burlington to Laclede	Burlington & Southwest'n R. R.	182.37	6	8,988 71		8,988 71	48 74	
27009	Villisca to Burlington Junction	do	37.48	6	1,730 46		1,730 46	46 17	
27010	Ottumwa to Mason City	do	172.56	6	13,581 43		13,581 43	78 66	
27011	Keokuk to Burlington	do	43.69	6	3,025 96		3,025 96	69 26	
27012	Clinton to La Crosse	do	181.24	6	12,862 60		12,862 60	70 97	
27013	Stanwood to Tipton	Chicago & Northwestern Rwy.	9.44	6	403 56		403 56	42 75	
27014	Davenport to Missouri River, D. O.	Chicago, R. Island & Pacific R. R.	317.49	12.48	68,171 17	10,115 00	78,286 17	214 78	65 00
27015	Des Moines to Indianola	do	22.07	12	1,358 62		1,358 62	61 56	25 00
27016	do to Knoxville	do	78.83	6	3,639 58		3,639 58	46 17	
27017	do to Kansas City	do	338.16	6.6	37,568 71		37,568 71	111 15	
27018	do to Jukola	Chicago, Milwaukee and Saint Paul Rwy.	42.76	6	1,827 96		1,827 96	42 75	
27019	Keokuk to Des Moines	Pacific R. R.	182.88	6	11,281 06		11,281 06	69 26	
27020	Farmington to Cedar Rapids	do and Saint	57.96	6	3,172 66		3,172 66	54 72	
27021	Dubuque to Sioux City	Illinois Central R. R.	829.61	6	31,790 88		31,790 88	96 45	
27022	Waterloo to Mena	do	79.79	6	5,247 44		5,247 44	65 84	
27023	Beulah to Elkader	Chicago, Milwaukee and Saint Paul Rwy.	12.49	6	583 19		583 19	42 75	
27024	Clinton to Anamosa	Iowa Midland R. R.	71.57	6	3,059 61		3,059 61	42 75	
27025	Calmar to Patterville	Chicago, Milwaukee and Saint Paul Rwy.	210.64	6	12,940 45		12,940 45	56 78	
			12 80					70 97	

## C.—Railroad service as in operation on the 30th of June, 1892—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
IOWA—Continued.										
27026	Conover to Decorah	Chicago, Milwaukee and Saint Paul Rwy.	9.50	6	495 52	.....	495 52	52 16	.....	
27027	.....	do	165.88	6	8,652 30	.....	8,652 30	52 16	.....	
27028	.....	do	80.08	6	4,646 41	.....	4,646 41	52 16	.....	
27029	.....	Sionx City and Pacific R. R.	78.18	6	8,467 40	.....	8,467 40	111 15	.....	
27030	.....	Des Moines and Minneapolis R. R.	58.84	12.5	2,420 95	.....	2,420 95	53 14	.....	
27031	.....	Des Moines and Fort Dodge R. R.	87.80	6	8,336 40	.....	8,336 40	60 71	.....	
27032	.....	Grinnell and Montezuma R. R.	15.42	6	659 20	.....	659 20	43 75	.....	
27033	.....	Chic., Burlington & Quincy R. R.	71	6	4,796 05	.....	4,796 05	67 55	.....	
27034	.....	Chic. & Milwaukee and Saint Paul Rwy	91.14	6	6,000 66	.....	6,000 66	65 84	.....	
27035	Burlington to Washington	Burlington and Northwestern R. R.	53.04	6	1,603 98	.....	1,603 98	42 75	.....	15.52 miles lap over route 27001.
27036	Newton to Monroe	Chic., Rock Island & Pacific R. R.	17.50	6	748 12	.....	748 12	42 75	.....	
27037	Judd to Lehigh	.....	8.50	6	363 37	.....	363 37	42 75	.....	
27038	Maple River Junction to Mapleton	.....	60.20	6	2,573 55	.....	2,573 55	42 75	.....	
27039	Turkey River to Wadena	.....	44.98	6	1,922 89	.....	1,922 89	42 75	.....	
27040	Waukon Junction to Waukon	.....	22.92	6	979 83	.....	979 83	42 75	.....	
27041	Creston to Fontanelle	Chic., Burlington & Quincy R. R.	31.42	6	1,343 20	.....	1,343 20	42 75	.....	
27042	Chariton to Indianola	.....	34.67	6	1,482 14	.....	1,482 14	42 75	.....	
27043	Hastings to Sidney	.....	28.81	6	1,017 87	.....	1,017 87	42 75	.....	
27044	Atlantic to Audubon	I & Pacific R. R.	28.01	6	1,111 92	.....	1,111 92	42 75	.....	
27045	Avoca to Harlan	.....	12.40	6	539 10	.....	539 10	43 75	.....	
27046	Des Moines to Jefferson	I & Pacific Rwy	67.98	6	1,243 16	.....	1,243 16	42 75	.....	On 33.91 miles pay not fixed.
27047	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
27048	Elmira Junction to River Side	Is and	28.56	6	1,007 19	.....	1,007 19	42 75	.....	
27049	Pattersonville to Running Water	Saint	128.12	6	8,688 07	.....	8,688 07	64 13	.....	
27050	Wall Lake to Sac City	a Rwy.	13.96	12	597 64	.....	597 64	42 75	.....	
27051	Sumner to Hampton	R. ....	62.90	6	2,280 86	.....	2,280 86	52 16	.....	
27052	Tama to Elmore	a Rwy.	164.72	6	3,646 67	.....	3,646 67	43 61	.....	On 81 16 miles pay not fixed.

No.	Line	Station	Distance	Rate	Pay	Notes
27053	Bellvue to Cascade	Chicago, Milwaukee and Saint Paul Rwy.	36.26	1,508 07	42 75	
27054	Atlantic to Griswold	Chicago, Rk. Isl'd & Pacific Rwy	14.88	636 12	42 75	
27055	Red Oak to Griswold	Chicago, Burlington & Quincy R. R.	18.81	804 13	42 75	
27056	Vacant.					
27057	Vacant.					
27058	Hastings to Carson	Chicago, Burlington & Quincy R. R.	16.76	716 49	42 75	
27059	Mento to Guthrie Centre	Chicago, Rk. Isl'd & Pacific Rwy.	14.78	631 84	42 75	
27060	Centerville to Albion	Wabash, St. Louis & Pacific Rwy.	27.87	1,191 44	42 75	
27061	Bethany Junction to Albany	Chicago, Burlington & Quincy R. R.	47.26	1,296 60	42 75	
27062	Mount Zion to Keosauqua	Chicago, Rk. Isl'd & Pacific Rwy.	5.02	214 60	42 75	
27063	Avoca to Carson	do	17.61			
27064	Fort Madison to Birmingham	Ft. Madison & Northwest'n Rwy	41.31	501 88	42 75	
27065	Thornburg to Montezuma	and	16.33	606 11	42 75	
27066	Jewell to Lake City	Rwy.	58.56			
27067	Humeston to Grand River	R. R.	28.92			
27068	Newburgh to State Centre	R.	26.89			
27069	Vacant.					
27070	Eagle Grove to Sioux Rapids	Chicago and Northwestern Rwy.	68.89			
27071	Carroll City to Kirkman	do	34.90			
27072	Marion to Coon Rapids	Chicago, Milwaukee and Saint Paul R. R.	167.80	206 51	52 87	
27073	north	Quincy R. R.	5.96	3,309 03	65 84	
27074		Central Iowa Rwy	51.17	634 41	42 75	
27075		Chicago, Rk. Isl'd & Pacific Rwy	14.84	1,502 88	55 58	
27076	California Junction to Fremont	Sioux City and Pacific R. R.	27.04	1,703 03	54 72	
27077	Hampton to Belmond	Central Iowa Rwy	32.23			
27078		do	22.82			
27079		Chicago and Northwestern Rwy	39.55			
27080		Saint Louis, Des Moines and Northern Rwy.	17.69			
27081		Burlington & Northwestern Rwy	21.55			
27082	Winfield to Brighton		22.59			
				463,814 29	21,973 80	426,787 29
28001	Saint Louis to Atchison	Missouri Pacific Rwy	37.08	107,764 90	36,587 50	138,352 40
28002	Saint Louis to Elmore	Saint Louis, Iron Mountain and Southern Rwy.	292.75	20,876 21	3,061 20	23,937 41
28003	Saint Louis to Vinita	Saint Louis & San Francisco Rwy	77.03	42,354 90	7,256 25	49,611 15
28004	Saint Louis to Kansas City	Wabash, St. Louis & Pacific Rwy	200.25	38,922 87	32,447 86	71,370 73
28005	Quincy to Saint Joseph	Hannibal and Saint Joseph R. R.	74.00	32,447 86	30,622 68	63,070 54
28006	Kansas City to Missouri Pacific Transfer, n. o.	Kansas City, Saint Joseph and Council Bluffs R. R.	278.10	30,622 68		30,622 68
28007	Moberley to Ottumwa	Wabash, St. Louis & Pacific Rwy	207.15	11,855 31		11,855 31
28008	Vernalles to Booneville	Missouri Pacific Rwy	203.50	1,881 42		1,881 42



No.	Locality	Distance	Pay	Remarks
28035	Hopefield to Little Rock	134.21	27.51	0
28036	Helena to Clarendon	48.20	105.43	0
28037	Argenta to Fort Smith	190.29	51.92	0
28038	Tripp to Monticello	34.50	164.09	14
28039	Malvern Junction to Hot Springs	25.11	97.49	0
28040	Brinkley to Cotton Plant	11.06	115.46	0
28041	Little Rock to Arkansas City	113.25	29.21	0
28042	Helena to Forest City	43.90	42.00	0
28043	Washington to Hope	10.34	32.39	0
28044	Gurdon to Camden	34.28	28.99	0
28045	Searcy to Kennett	4.76	27.86	0
28046	Knobel to Galveston	13.46	38.35	0
28047	New Orleans to Canton	208.43	10.33	0
28048	New Orleans to Port Allen	95.71	4.75	0
28049	New Orleans to Alexandria	63.52	14.72	0
28050	Terre Bonne to Houma	92.88	14.72	0
28051	Port Allen to Musson	59.35	14.72	0
28052	Port Allen to Musson	15.38	22.99	0
28053	Port Allen to Musson	22.99	22.99	0
28054	Port Allen to Musson	22.99	22.99	0
28055	Port Allen to Musson	22.99	22.99	0
28056	Port Allen to Musson	22.99	22.99	0
28057	Port Allen to Musson	22.99	22.99	0
28058	Port Allen to Musson	22.99	22.99	0
28059	Port Allen to Musson	22.99	22.99	0
28060	Port Allen to Musson	22.99	22.99	0
28061	Port Allen to Musson	22.99	22.99	0
28062	Port Allen to Musson	22.99	22.99	0
28063	Port Allen to Musson	22.99	22.99	0
28064	Port Allen to Musson	22.99	22.99	0
28065	Port Allen to Musson	22.99	22.99	0
28066	Port Allen to Musson	22.99	22.99	0
28067	Port Allen to Musson	22.99	22.99	0
28068	Port Allen to Musson	22.99	22.99	0
28069	Port Allen to Musson	22.99	22.99	0
28070	Port Allen to Musson	22.99	22.99	0
28071	Port Allen to Musson	22.99	22.99	0
28072	Port Allen to Musson	22.99	22.99	0
28073	Port Allen to Musson	22.99	22.99	0
28074	Port Allen to Musson	22.99	22.99	0
28075	Port Allen to Musson	22.99	22.99	0
28076	Port Allen to Musson	22.99	22.99	0
28077	Port Allen to Musson	22.99	22.99	0
28078	Port Allen to Musson	22.99	22.99	0
28079	Port Allen to Musson	22.99	22.99	0
28080	Port Allen to Musson	22.99	22.99	0
28081	Port Allen to Musson	22.99	22.99	0
28082	Port Allen to Musson	22.99	22.99	0
28083	Port Allen to Musson	22.99	22.99	0
28084	Port Allen to Musson	22.99	22.99	0
28085	Port Allen to Musson	22.99	22.99	0
28086	Port Allen to Musson	22.99	22.99	0
28087	Port Allen to Musson	22.99	22.99	0
28088	Port Allen to Musson	22.99	22.99	0
28089	Port Allen to Musson	22.99	22.99	0
28090	Port Allen to Musson	22.99	22.99	0
28091	Port Allen to Musson	22.99	22.99	0
28092	Port Allen to Musson	22.99	22.99	0
28093	Port Allen to Musson	22.99	22.99	0
28094	Port Allen to Musson	22.99	22.99	0
28095	Port Allen to Musson	22.99	22.99	0
28096	Port Allen to Musson	22.99	22.99	0
28097	Port Allen to Musson	22.99	22.99	0
28098	Port Allen to Musson	22.99	22.99	0
28099	Port Allen to Musson	22.99	22.99	0
28100	Port Allen to Musson	22.99	22.99	0
28101	Port Allen to Musson	22.99	22.99	0
28102	Port Allen to Musson	22.99	22.99	0
28103	Port Allen to Musson	22.99	22.99	0
28104	Port Allen to Musson	22.99		



C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office care. Dollars.	Remarks.
LOUISIANA—Continued.										
30006	Clinton to Port Hudson.....	T. B. Lyon and D. W. Pipes, owners Clinton and Port Hudson Railroad.	28.90	6	898 47	.....	898 47	42 75	.....	
30007	Bayou Sara to Woodville.....	.....	28.28	3	844 92	.....	844 92	29 93	.....	
30008	Vicksburg to Monroe.....	..... and Pa-	74.16	7	3,542 96	.....	3,542 96	44 52	.....	
30009	Terre Bonne to Thibodaux.....	Texas P Co.	5.75	6	245 81	.....	245 81	42 75	.....	
30010	Vermillionville to Orange.....	.....	113.15	6	2,895 00	.....	2,895 00	88 97	.....	
TEXAS.										
31001	Houston to Galveston.....	Galveston, Houston and Henderson R. R.	51.50	14	7,265 62	.....	7,265 62	141 08	.....	
31002	Houston to Uvalde.....	Galveston, Harrisburgh and San Antonio Rwy.	218.01	6	27,679 43	.....	27,679 43	121 67	.....	
31003	Houston to Denison City.....	Houston and Texas Central R. R.	92.88	6	43,855 00	.....	43,855 00	96 62	.....	
31004	Hempstead to Austin.....	.....do.....	115.20	7	7,780 00	.....	7,780 00	129 96	.....	
31005	Bremont to Albany.....	.....do.....	97.28	13	13,203 27	.....	13,203 27	67 54	.....	
31006	Longview to Houston.....	International & G't Northern R. R.	100.43	13	33,506 50	.....	33,506 50	62 42	.....	
31007	Palestine to Laredo.....	.....do.....	237.50	7	56,045 49	.....	56,045 49	70 97	.....	
31008	Houston to Columbia.....	.....do.....	265.62	11.51	1,388 52	.....	1,388 52	141 08	.....	
31009	Shreveport to El Paso.....	Texas and Pacific Rwy.....	500.00	7.7	86,849 04	.....	86,849 04	135 95	.....	
31010	Marshall to Texarkana.....	.....do.....	74.66	7	7,532 44	.....	7,532 44	27 36	.....	
31011	Whitesborough to Texarkana.....	.....do.....	155.22	6	12,845 35	.....	12,845 35	129 11	.....	
31012	Houston to Orange.....	Texas and New Orleans R. R.	106.24	6	9,901 56	.....	9,901 56	88 07	.....	
31013	Jefferson to Greenville.....	.....do.....	122.18	6	6,581 83	.....	6,581 83	71 82	.....	
31014	Columbus to La Grange.....	.....do.....	31.61	0	1,351 82	.....	1,351 82	84 65	.....	
31015	Henderson to Overton.....	ch R. R.	15.53	6	603 90	.....	603 90	100 69	.....	
31016	Corpus Christi to Laredo.....	.....	163.43	6	1,710 00	.....	1,710 00	83 87	.....	
								42 75		123.49 miles no pay fixed.

31017	Denison City to Mineola.....	Missouri Pacific Rwy .....	103.08	7	10,047 20		10,047 20		97 47
31018	Brownsville to Isabel.....	Rio Grande R. R .....	28.04	6	1,198 71		1,198 71		42 75
31019	Indianola to Cuero.....	Gulf, West. Tex. and Pacific Rwy .....	66.80	6	2,855 70		2,855 70		42 75
31020	Houston to Patterson's Station .....	Texas Western Rwy .....	41.00	3	1,226 72		1,226 72		29 92
31021	Waxahachie to Garrett.....	Waxahachie Tap R. R .....	11.94	6	592 10		592 10		49 59
31022	Denison City to Gainesville.....	Missouri Pacific Rwy .....	40.80	6	2,048 26		2,048 26		50 45
31023	Houston to Corrigan.....	Hous., East and West Texas Rwy .....	90.54	6	3,870 58		3,870 58		42 75
31024	Navasota to Montgomery .....	Central and Montgomery R. R..	28.17	6	1,204 26		1,204 26		42 75
31025	Texarkana to Waco .....	Texas and Saint Louis Rwy .....	{ 166.28 92.41 }	7	{ 15,182 01 637 93 }		{ 15,182 01 637 93 }		{ 54 72 65 84 }
31026	Georgetown to Round Rock .....	International and Great North- ern R. R.	10.22	12.5	637 93		637 93		62 42
31027	Galveston to Belton.....	Gulf, Colorado and Santa Fé Rwy .....	226.86	6	14,353 43		14,353 43		63 27
31028	Whitesborough to Waco.....	Texas Pacific and Missouri Pa- cific Rwy.	{ 72.17 87.97 }	7	{ 12,720 02 2,383 31 }		{ 12,720 02 2,383 31 }		{ 80 37 42 75 }
31029	Beaumont to Woodville.....	Sabine and East Texas Rwy .....	55.75	6	2,383 31		2,383 31		42 75
31030	Dallas to Denton .....	Dallas and Wichita Rwy.....	37.85	6	1,618 08		1,618 08		42 75
31031	Dallas to Kaufman .....	Texas Trunk R. R .....	36.25	6	1,549 68		1,549 68		42 75
31032	Mineola to Troup.....	International and Great North- ern R. R.	44.74	6	1,910 92		1,910 92		42 75
31033	Temple to Fort Worth.....	Gulf, Colorado and Santa Fé Rwy .....	128.30	7	8,447 27		8,447 27		65 84
31034	Phelps to Huntsville.....	International and Great North- ern R. R.	9.00	12	384 75		384 75		42 75
31035	Dallas to Cleburne.....	Chicago, Texas and Mexican Central Rwy.	55.95	6				No pay fixed.	
31036	Rosenberg to Wharton .....	New York, Texas and Mexican Rwy.	26.28	6				Do.	
		INDIAN TERRITORY.			410,190 80		410,190 80		
32001	Atoka to Lehigh.....	Missouri Pacific Rwy .....	8.05	6				No pay fixed.	
		KANSAS.							
33001	Kansas City to Denver.....	Kansas Pacific R. R .....	{ 301.70 338.40 }	8.8	108,913 01	11,772 50	120,685 51	{ 25 00 12 50 }	170 15
33002	Lawrence to Leavenworth.....	do .....	35.05	7	2,247 75		2,247 75		64 13
33003	Atchison to Waterville .....	Cent. Branch Union Pacific R. R.	100.50	6	11,342 43		11,342 43		112 86
33004	Lawrence to Coffeyville.....	Kansas City, Lawrence and Southern Kansas R. R.	140.80	6	10,112 26		10,112 26		71 82
33005	Cherry Vale to Hunnewell .....	do .....	131.34	6	10,444 15		10,444 15		79 52
33006	Olathe to Ottawa .....	do .....	34.36	6	4,054 14		4,054 14		117 99
33007	Elwood to Grand Island .....	Saint Joseph and Western R. R.	{ 226.50 24.90 }	6	14,450 12		14,450 12		{ 56 09 70 11 }
33008	Kansas City to Joplin .....	Kansas City, Fort Scott and Gulf R. R.	176.06	6	19,870 13		19,870 13		112 86
33009	Junction City to Parsons .....	Missouri Pacific Rwy .....	157.44	6	8,508 05		8,508 05		54 04
33010	Atchison to Pueblo .....	{ Atchison, Topeka and Santa Fe R. R.	{ 470.41 148.44 }	6	83,904 21	14,204 75	98,108 96	{ 25 00 159 89 }	{ 127 91 159 89 }
33011	Newton to Arkansas City .....	do .....	78.84	7	5,527 47		5,527 47		70 11
33012	Atchison to Columbus .....	Burlington and Mo. River R. R.	221.30	6	15,136 92		15,136 92		68 40
33013	Leavenworth to Miltonvale.....	Kansas Central R. R .....	167.91	6	5,069 29		5,069 29		42 75
								R. P. O. on 568.19 miles.	On 49.33 miles pay not fixed.

## C.—Railroad service as in operation on the 30th of June, 1882—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office care, railway post. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office care, railway post. Dollars.	Remarks.
KANSAS—Continued.										
33014	Lawrence to Carbondale	At Kansas Pa.	32.73	6	1,399 21	.....	1,399 21	42 75	.....	
33015	Junction City to Clyde	Kearney R. R.	54.00	6	3,581 08	.....	3,581 08	63 27	.....	
33016	Topeka to Kansas City	Santa F <sup>e</sup> R. R.	68.20	104	12,131 43	1,635 00	14,766 43	198 36	25 00	
33017	Florence to Douglas	Do and Walnut	54.77	6	1,314 56	.....	1,314 56	42 75	.....	On 24.02 miles pay not fixed.
33018	Vacant.									
33019	Ottawa to Burlington	Wrenco and R. R.	47.05	6	2,137 76	.....	2,137 76	66 00	.....	
33020										
33021		Do Pacific R. R.	37.36	6	1,594 57	.....	1,594 57	42 75	.....	
33022			20.50	6	1,767 30	.....	1,767 30	87 21	.....	
33023		Santa F <sup>e</sup> R. R.	41.97	6	4,270 44	.....	4,270 44	101 75	.....	
33024		At Scott and	76.16	6	3,383 40	.....	3,383 40	44 46	.....	
			50.33	6	2,151 59	.....	2,151 59	42 75	.....	
33025	Solomon City to Beloit	Solomon R. R.	54.90	6	2,821 67	.....	2,821 67	49 39	.....	On 24.92 miles pay not fixed.
33026	Concordia to Lenora	Central Br <sup>ch</sup> Union Pacific R. R.	138.93	6	9,455 99	.....	9,455 99	82 94	.....	
33027	Concordia to Warwick	do	35.29	6	1,504 80	.....	1,504 80	42 75	.....	
33028	Salina to McPherson	Salina and Southwestern R. R.	34.47	6	1,559 09	.....	1,559 09	42 75	.....	
33029	Cawker City to Bull's City	Central Br <sup>ch</sup> Union Pacific R. R.	30.35	6	1,297 45	.....	1,297 45	42 75	.....	
33030	Florence to Ellinwood	Atch'n, Topeka & Santa F <sup>e</sup> R. R.	98.35	6	3,698 08	.....	3,698 08	47 03	.....	On 19.76 miles pay not fixed.
33030a	Paola to Le Roy Junction, (n. o.).	Missouri Pacific Rwy.	60.80	6	2,599 20	.....	2,599 20	42 75	.....	
33030b	Jamestown to Burr Oak	R.	32.95	6	1,490 56	.....	1,490 56	43 61	.....	
33030c	Oswatimie to Ottawa	.....	21.50	6	1,029 42	.....	1,029 42	47 88	.....	
33030d	Burlingame to Manhattan	.....	57.31	6	2,695 29	.....	2,695 29	47 03	.....	
33030e	Wellington to Harper	nd	35.84	6	1,532 16	.....	1,532 16	42 75	.....	
33030f	Fort Scott to Toronto	Wichita R. R.	73.90	6	.....	.....	.....	.....	.....	Pay not fixed.
33030g	Malvane to Caldwell	Atch'n, Topeka & Santa F <sup>e</sup> R. R.	38.19	6	2,546 89	.....	2,546 89	66 00	.....	
			2,955.19		367,550 36	27,682 25	395,182 63			

NEBRASKA.		Union Pacific Rwy.	7	{ 251.00 664.20 190.80	375,613 06	61,925 00	456,678 06	382 19	{ 75 90 50 00 21 87	R. P. O. 147.6 miles.
34001	Council Bluffs to Ogden City	Union Pacific Rwy.	7	{ 251.00 664.20 190.80	375,613 06	61,925 00	456,678 06	382 19	{ 75 90 50 00 21 87	R. P. O. 147.6 miles.
34002	Plattsmouth to Kearney	Union Pacific Rwy.	6	190.80	27,080 24	3,225 82	30,306 06	141 93	21 87	
34003	Omaha to Covington	Union Pacific Rwy.	12	127.61	4,528 53		6,528 53	51 16		
34004	Omaha to Orocopia Junction, N. O.	Union Pacific Rwy.	6	17.76	2,490 30	388 41	2,878 71	140 23	21 87	
34005	Nemaha City to York	Nebraska R. R.	6	137.90	8,005 29		8,005 29	58 14		
34006	Crete to Beatrice	Burlington and Missouri River	6	38.90	1,412 80		1,412 80	44 17		
34007	Coburn Junction (N. O.) to Ponca	Ne	6	16.50	705 37		705 37	42 76		
34008	Valley to Stromsburg	R.	6	90.78	4,812 24		4,812 24	53 01		
34009	Hastings to Culbertson	Republican Valley R. R.	7.6	172.27	9,672 92		9,672 92	64 96		On 23.41 miles pay not fixed.
34010	Fremont to Long Pine	Fremont, Elkhorn and Missouri Valley R. R.	6	212.69	6,711 68		4,711 68	58 14		On 27.25 miles pay not fixed.
34011	York to Central City	Republican Valley R. R.	6	42.35	2,715 90		2,715 90	64 13		
34012	Columbus to Norfolk	Omaha, Nebraska and Black Hills R. R.	6	50.67	2,106 14		2,106 14	42 75		
34013	Beatrice to Marysville	Omaha & Republican Valley R. R.	6	28.29	1,636 90		1,636 90	42 75		
34014	Valparaiso to Lincoln	do	12	20.65	852 70		852 70	43 75		
34015	Grand Island to Saint Paul	do	6	22.62	967 00		967 00	42 75		
34016	Beatrice to Red Cloud	Republican Valley R. R.	6	121.23						Do.
34017	Loft Creek to Albion	Omaha, Nebraska and Black Hills R. R.	6	34.16						Do.
34018	Norfolk Junction (N. O.) to Creighton	Fremont, Elkhorn and Missouri Valley R. R.	6	42.48						Do.
34019	Nemaha City to Calvert	Republican Valley R. R.	6	14.06						Do.
34020	Wymore to Table Rock	do	6	29.18						Do.
34021	Emerson Junction (N. O.) to Norfolk	Chicago, Saint Louis, Minne- apolis and Omaha Rwy.	6	48.87						Do.
				2,500.26	471,491 18	64,649 23	536,060 41			
35001	Sioux City to Yankton	Chicago, Milwaukee and Saint Paul Rwy.	6	81.71	4,220 96		4,220 96	68 48		
35002	Marion to Chamberlain	do	6	111.86	2,582 27		2,582 27	57 29		On 57.33 miles pay not fixed.
35003	Breckinridge to Durbin	Saint Paul, Minneapolis and Manitoba Rwy.	6	47.87						Pay not fixed.
35004	Grand Forks to Larimore	do	6	28.52						Do.
35005	Grand Forks to Fargo	do	6	76.06						Do.
35006	Cassellton to Mayville	Cassellton Branch R. R.	6	34.13						Do.
35007	Flandreau to Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy.	6	39.17						Do.
35008	Egan to Howard	do	6	46.48						Do.
35009	Millbank to Willmot	do	6	16.97						Do.



39002	Antonita to Durango .....	Denver and Rio Grande Rwy ...	171.70	7	3,770 10	3,770 10	59 00	On 107.60 miles pay not fixed.
39003	New Albuquerque to Winslow .....	Atlantic and Pacific R. R. ....	288.02	6	.....	.....	.....	Pay not fixed.
39004	Thorne to El Paso .....	Atchison, Top. & Santa Fe R. R.	77.31	6	.....	.....	.....	Do.
39005	Deming to El Paso .....	Southern Pacific Railroad of New Mexico, and Galveston Harrisburg and San Antonio from Rio Grande east R. R.	88.79	6	.....	.....	.....	Do.
			644.45		5,155 98	5,155 98		
40001	Yuma to Deming .....	Southern Pacific Railroad Com- pany of Arizona and New Mexico Rwy.	466.90	6	.....	.....	.....	Pay not fixed.
			466.90		.....	.....	.....	
					.....	.....	.....	
					.....	.....	.....	
41001	Ogden City to Frisco .....	Utah Central Rwy .....	{ 38.15 105.03 137.76 }	7 7 7	19,776 61	19,776 61	{ 98 06½ 78 66 56 43 }	Routes 41002 and 41007 consolidated with this route.
41002	Vacant.							
41003	Ogden City to Butte City .....	Utah Northern R. R. ....	418.22	7	8,065 14	8,065 14	100 89	Pay not fixed on 838.28 miles.
41004	Sandy to Bingham Cañon .....	Wasatch and Jordan Valley R. R.	22.50	6	961 87	961 87	42 75	
41005	Salt Lake City to Stockton .....	Utah Western R. R. ....	40.50	6	1,731 37	1,731 37	42 75	
41006	Sandy to Alta .....	Wasatch and Jordan Valley R. R.	16.78	6	717 34	717 34	42 75	
41007	Vacant.							
41008	Echo City to Park City .....	Echo and Park City Rwy .....	28.65	6	.....	.....	.....	Pay not fixed.
41009	Provo City to Scofield .....	Utah and Pleasant Valley Rwy.	59.36	6	.....	.....	.....	Do.
41010	Salt Creek to Wales .....	San Pete Valley Rwy .....	26.24	6	.....	.....	.....	Do.
			893.19		31,252 38	31,252 33		
					.....	.....		
43001	Kalama to Carbonado .....	Northern Pacific R. R. ....	139.83	6	6,899 66	6,899 66	50 61	On 3.50 miles pay not fixed.
43002	Seattle to New Castle .....	Seattle and Walla Walla R. R. ...	20.28	6	866 97	866 97	42 75	
43003	Olympia to Tenino .....	Olympia & Chehalis Valley R. R.	15.31	6	654 50	654 50	42 75	
43004	Walla Walla to Wallula .....	Walla Walla and Col. River R. R.	32.37	6	1,383 81	1,383 81	42 75	
43005	Vacant.							
43006	Vacant.							
43007	Whitman Junction to Weston .....	Walla Walla and Col. River R. R.	17.50	6	.....	.....	.....	Pay not fixed.
43008	Walla Walla to Dayton .....	Oregon Railway and Navigation Company.	40.05	6	.....	.....	.....	Do.
43009	Wallula to Pend D'Oreille .....	Northern Pacific R. R. ....	218.00	6	.....	.....	.....	Do.
			483.34		9,804 94	9,804 94		

## C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office care.	Remarks.
OREGON.										
44001	Portland to Roseburg .....	Oregon and California R. R. ....	199.10	6	19,746 78	.....	19,746 78	99 18	.....	} Route 4404 consolidated with this.
44002	Portland to Corvallis .....	do .....	53.84	6	4,704 70	.....	4,704 70	53 01	.....	
44003	Abandoned.	.....	47.01	6	.....	.....	.....	42 75	.....	
44004	Discontinued.	.....	.....	.....	.....	.....	.....	.....	.....	} Pay not fixed.
44005	The Dalles to Wallula .....	Oregon Railway and Navigation Company.	127.02	6	.....	.....	.....	.....	.....	
NEVADA.										
45001	Virginia City to Reno. ....	Virginia and Truckee R. R. ....	51.75	6	4,292 14	.....	4,292 14	82 94	.....	} Pay not fixed.
45002	Palisade to Eureka .....	Eureka and Palisade R. R. ....	91.27	6	5,306 43	.....	5,306 43	58 14	.....	
45003	Battle Mountain to Austin .....	Nevada Central Rwy. ....	94.01	6	4,018 93	.....	4,018 93	42 75	.....	
45004	Mound House (n. o.) to Candalaria .....	Carson and Colorado R. R. ....	183.50	6	.....	.....	.....	.....	.....	
CALIFORNIA.										
46001	San Francisco to Ogden City .....	Central Pacific R. R. ....	325.53	7	13,617 50	.....	13,617 50	829 18	75 00	} Pay not fixed.
46002	San Francisco to Soledad .....	Southern Pacific R. R. ....	82.07	14	10,524 72	.....	10,524 72	73 19	50 00	
46003	Roseville to Redding .....	Central Pacific R. R. ....	143.80	7	18,776 77	.....	18,776 77	123 98	.....	
46004	Vacant.	.....	151.45	7	.....	.....	.....	.....	.....	
46005	.....	.....	23.20	13	1,269 50	.....	1,269 50	54 72	.....	}
46006	.....	.....	13.00	14	1,011 53	.....	1,011 53	77 81	.....	
46007	.....	.....	9.14	6	414 22	.....	414 22	45 32	.....	
46008	.....	.....	43.90	13	2,965 44	.....	2,965 44	67 55	.....	
46009	.....	do .....	30.00	6	1,436 40	.....	1,436 40	47 88	.....	}
46010	Lathrop to Goheen (n. o.) .....	U. D. Rideout, purchaser California R. R.	146.80	6	21,146 20	.....	21,146 20	144 54	25 00	
46011	San Francisco to Cloverdale .....	Northern R. R.	99.00	6	6,617 70	.....	6,617 70	73 53	.....	
46012	Stockton to Milton .....	Central Pacific R. R. ....	30.00	6	1,949 40	.....	1,949 40	64 98	.....	
46013	Wilmington to Los Angeles .....	San Francisco and Northern Pacific R. R.	21.75	6	929 81	.....	929 81	42 75	.....	} R. P. O. 241.62 miles.
46014	Huron to Yuma .....	Stockton and Copperopolis R. R.	293.38	6	39,899 61	.....	45,939 61	75 24	25 00	
		do .....	241.62	6	.....	6,040 50	.....	.....	.....	

No.	Route	Stations	Length	Cost	Revenue	Notes
24014	Saginaw to Calro	.....	85.81	1,530 88	43 75	
24015	Monroe to Ludington	.....	63.02	24,487 01	112 54	
24016	Monroe to Big Rapids	.....	164.21	4,013 77	59 00	
24017	Detroit to Howard City	.....	160.72	14,016 39	87 21	
24018	Fort Wayne to Walton	.....	98.00	18,543 87	77 08	
24019	Walton to Petosky	.....	71.81	3,782 23	52 67	
24020	Toledo to South Lyon	.....	61.91	2,009 89	43 81	
24021	.....	.....	108.70	12,092 98	75 24	
24022	.....	.....	85.50	2,872 63	42 75	
24023	.....	.....	24.90	1,088 33	42 75	
24024	.....	.....	65.50	3,024 13	46 17	
24025	Marquette Junction to East Saginaw	.....	72.60	3,402 90	43 75	
24026	Grand Rapids to White Cloud	.....	47.08	2,010 53	42 75	
24027	Detroit to Grand Haven	.....	101.15	23,608 77	128 98	
24028	.....	.....	64.85	8,206 11	126 54	
24029	.....	.....	97.24	5,570 88	57 29	
24030	.....	.....	36.23	1,056 86	47 08	
24031	.....	.....	178.07	13,227 90	73 87	
24032	.....	.....	57.74	2,066 09	48 74	
24033	Lenox to Pontiac	.....	94.83	1,574 47	42 75	
24034	Walton to Traverse City	.....	24.26	1,235 00	47 03	
24035	Toledo to Detroit	.....	44.00	10,187 36	168 31	
24036	Grosse Ile to Fayette	.....	17.32	3,787 06	178 31	
24037	Saint Clair to Richmond	.....	70.30	716 49	53 67	
24038	Vacant	.....	16.76	24,771 87	42 75	
24039	Port Huron to Chicago	.....	838.00	3,300 82	74 29	
24040	Marquette to L'Anse	.....	63.48	1,960 33	51 99	
24041	Saint Louis to Lake View	.....	36.39	4,659 06	68 87	
24042	Port Huron to Sand Beach	.....	71.70	641 25	64 98	
24043	Calumet to Mount Pleasant	.....	18.00	635 26	43 75	
24044	Harrison Junction, n. o., to Harri-	.....	34.86	1,801 96	42 75	
24045	Butler's Junction, n. o., to Man-	.....	27.02	167 15	66 09	
24046	Mears to Hart	.....	3.91	840 03	42 75	
24047	Other Lake Junction to Water-	.....	18.86	861 26	42 75	
24048	East Saginaw to Bay City	.....	12.75	172 53	67 55	
24049	Saint Clair Junction, n. o., to Sag-	.....	3.54	471 53	48 74	
24050	Buchanan to Berrien Springs	.....	11.00	1,771 56	42 75	
24051	Point St Ignace, n. o., to Mar-	.....	151.20	1,771 56	68 40	
24052	Holland to Grand Rapids	.....	25.90	1,771 56	68 40	



## D.—Steamboat service as in operation on the 30th of June, 1882.

Number of route.	State and terminal.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
<b>MAINE.</b>								
93	Upton to Middle Dam	Charles A. J. Farrar	18½	Miles.	6	Dollars.	Dollars.	1 to September 30, 1882, steamboat and partly by
94	Middle Dam to Errol, N. H.	do	17		6	200 00	200 00	steamboat and partly by
95	Bath to Booth Bay	Eastern Steamboat Company, H. W. Swanton, treasurer.	18					1 a week two and a half times a week five and a half months.
96	Wiscasset to Booth Bay		29			728 22		Six times a week four months.
97	Boston, Mass., to Eastport, Me.		329		1	500 00		Once a week, with three additional weekly trips between Portland and
97	Boston, Mass., to Machiasport, Me.	Sanford Steamship Company, James Littlefield, superintendent.	324			1,300 00		Bar Harbor (138 miles) during season of summer travel.
98	Rockland to Sullivan	Portland, Little Chebogue and Harpell Steamboat Company, John S. Morris, president.	78		1	500 00		During season of navigation.
99	Portland to Chebogue Island		10		6	599 00		
100	Rangeley to Indian Rock	Charles W. Howard	10			200 00		Six times a week four months.
<b>NEW HAMPSHIRE.</b>								
1099	Weir's Bridge to Wolfborough	Lake Winnepesaukee Steamboat Company, R. J. Cole, president	30			650 00		Six times a week four and two-thirds months during season of navigation.
1100	Alton Bay to Centre Harbor	Boston and Maine Railroad Company, George C. Lord, president.	10		6	1,000 00		During season of navigation, from June 19 to November 1 in each year.
			20		3			
				60			2,250 00	
<b>MASSACHUSETTS.</b>								
3097	Boston to Hull		15		6			From May 1 to October 31, 1882, without expense to the department.
3098	Wood's Hull to Nantucket	Nantucket and Cape Cod Steamboat Company, George Marston, president.	30			7,875 00		Twelve times a week six months, six times a week six months.

2099	New Bedford to Cuttyhunk.....	Wilber Kelley.....	15	.....	1,400 00	.....	Six times a week three months; once a week nine months.
2100	New Bedford to Edgartown .....	New Bedford Vineyard and Nantucket Steamboat Company, A. G. Pierce, treasurer.	34	.....	2,000 00	.....	
				94		11,276 00	
	RHODE ISLAND.						
4098	Block Island to Norwich .....	Watch P. B.	59	.....	.....	.....	Twice a week during the summer season, without expense to the department.
4099	Newport to Wickford Junction, R. I. ..	road and Warren,	15.4	.....	8,947 57	.....	Twenty-five times a week five months; eighteen times a week seven months.
4100	{ Block Island to Newport..... Newport to Providence .....	{ Martin V. Ball.....	90 90	..... 133.4	..... 2,445 00	..... 11,392 57	Six times a week three months; three times a week nine months. From June 16 to September 15 in each year.
	NEW YORK.						
6764	Plattsburgh, N. Y., to Burlington, Vt.	Champlain Transportation Company.	24	.....	1,050 00	.....	Six times a week nine months.
6765	Geneva to Watkins .....	Seneca Lake Steam Navigation Company	47	.....	2,500 00	.....	
6766	Lake George to Fort Ticonderoga ..	Champlain Transportation Company.	40	.....	500 00	.....	Six times a week four months.
6767	Harlem River to Jersey City, N. J. ....	New England Transfer Company.....	114	.....	900 00	.....	One way only.
6768	Brooklyn to Jersey City, N. J. ....	Brooklyn Annex Company .....	24	.....	1,825 00	.....	Six times a week nine months.
6853	Penn Yan to Hammondsport .....	Kenka Navigation Company.....	21	145.4	350 00	7,225 90	
	MARYLAND.						
10092	Baltimore to Queensdown .....	Chester River Steamboat Company.....	40	.....	375 00	.....	Six times a week on 110 miles eight months; 3 times a week on 40 miles eight months; 2 times a week on 110 miles four months; and once a week on 40 miles four months.
10093	Baltimore to Choptank .....	W. C. Eliason, manager, & Co.....	35	.....	175 00	.....	
10094	Baltimore to Wilson's Wharf, n. o. ....	Eastern Shore Steamboat Company .....	150	.....	4,200 00	.....	
10096	Baltimore to Saint Michael's.....	H. C. Dodson, general agent, & Co.....	62	.....	155 00	.....	
10097	Washington to Glymont .....	Thomas Adams .....	294	.....	2,130 00	.....	
10098	Baltimore to Benedict .....	Henry Williams .....	1234	.....	1,800 00	.....	
10099	Baltimore to Freeport .....	H. B. Knapp, president Maryland Steamboat Company.	200	.....	1,800 00	.....	
10100	Baltimore to Cambridge .....	do.....	95	784.4	2,400 00	13,056 00	

## D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	VIRGINIA.		Miles.	Miles.		Dollars.	Dollars.	
11092	Franklin City to Chincoteague Island	Old Dominion Steamship Company.	7		6	500 00		Three trips a week for ten months.
11095	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company.	196			1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company.	180		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company.	57		3	3,500 00		
11098	Norfolk to Matthews Court-House		60		3	3,000 00		
11099	Norfolk to Richmond		151		3	7,000 00		
11100	Fredericksburgh to Baltimore		323½	974½	2	8,749 94	87,549 94	
	WEST VIRGINIA.							
12096	Wheeling to Parkersburgh	Charles H. Booth, president.	96		6	8,000 00		Six times a week on 20 miles; three times a week on 10 miles.
12099	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reese	62	245½	6	2,948 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jamestown	A. Fisher	11		6	1,080 00		
13096	Norfolk to Manteo	Isabel Cane	126½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,035 43		
13098	Plymouth to Windsor	do	30		3	793 00		
13099	Wilmington to Smithville	Joseph Blabey	38		6	1,559 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	435½	1	972 50	13,790 00	
	SOUTH CAROLINA.							
14090	Charleston to Mountville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14180	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.	8	6	475 00	475 00
15106	Brunswick to Saint Simon's Mills.....					
FLORIDA.		C. A. Whitney & Co.	822	1	1,200 00	Gratuitous service.
16026	Cuba.....					
16027	H. T. Bays.....	26	6	6	3,145 00	\$200 per round trip.
16028	John Miller.....	344	6	6	10,400 00	\$ for six months. 3 for six months.
16029	C. H. Mallory & Co.	2,075	1	1	2,121 22	\$ to Saint Mary's. 3 the residue.
16030	W. Miller.....	314	2	2	31,000 00	
16031	.....	2884	85	2	2,107 78	
16032	.....	85	2	2	2,000 00	
16033	Pensacola to Freeport.....	102	6	6	18,067 45	
16034	Jacksonville to Enterprise.....	20044	2	2	4,000 00	
16035	Chattahoochee to Apalachicola.....	136	3,827 1/2	3	75,041 45	
ALABAMA.		W. T. Smith	155	2	1,030 35	7 for six months. 3 for six months.
17053	Rome, Ga., to Gadsden.....					
17057	Mobile to Demopolis.....	240	1	1	2,000 00	
17060	Mobile to Point Clear.....	26	421	.....	2,000 00	
MISSISSIPPI.		Portevent & Favre	244	6	1,275 50	1,275 50
18067	English Lookout, La., to Galveston.....					
TENNESSEE.		U. S. Allison	30	6	1,579 12	3,219 12
19008	London to Kingston.....					
19009	Chattanooga to King's Creek.....	100	180	2	1,640 80	
KENTUCKY.		W. C. Hite	217	6	15,000 00	32,215 30
20097	Louisville to Evansville.....					
20098	Evansville to Cairo.....	202	6	6	15,000 00	
20099	Bowling Green to Evansville.....	198	2	2	4,800 00	
20100	Johnsonville to Waterloo.....	148	765	2	3,415 39	
OHIO.		K. M. Armstrong	27	12	4,800 00	17,957 78
21006	Zanesville to Marietta.....					
21009	Portsmouth to Cincinnati.....	1274	48	6	9,000 00	
21106	Huntingdon to Gallipolis.....	464	3484	6	2,600 78	



GEORGIA.		U. Dart, Jr.	3	8	6	475 00	475 00
15100	Brunswick to Saint Simon's Mills						
FLORIDA.							
10003		Cuba	833		1	1,200 00	Gratuitous service.
10007			26		6	8,145 00	
10008			344		6	10,400 00	
10009		Tex.	2,075		1	2,121 22	\$200 per round trip.
10010		do and John W. Miller	814			31,000 00	6 for six months. 3 for six months.
10011		Richardson	2884		2	2,107 78	6 to Saint Mary's. 2 the residue.
10012			85			2,600 00	
10013		Frederick de Bary	103		3	18,067 45	
10017		Samuel I. Whiteside	20644		6	4,000 00	
10018			136		2		75,041 45
ALABAMA.							
17003	Rome, Ga. to Gadsden		185		2	1,639 34	
17007	Mobile to Demopolis	W. T. Smith	240		1	2,600 00	
17009	Mobile to Point Clear	Edwin Baldwin	26			3,000 00	7 for six months. 3 for six months.
MISSISSIPPI.							
20007	English Lookout, La., to Gainesville	Porter & Favre	244		6	1,275 50	
TENNESSEE.							
10008	London to Kingston	U. S. Allison	30		6	1,579 12	
10009	Chattanooga to King's Creek	J. P. & W. E. Kendrick	106		2	1,649 00	
KENTUCKY.							
20007	Louisville to Evansville	W. C. Hite	217		6	15,000 00	
20008	Evansville to Cairo	John S. Hopkins	302		6	15,000 00	
20009	Bowling Green to Evansville	C. G. Smallhouse	193		2	4,800 00	
20100	Johnsonville to Waterloo	W. G. Brown	149		2	3,415 39	
OHIO.							
21006	Zanesville to Marietta	K. M. Armstrong	27		12	4,386 00	
21009	Portsmouth to Cincinnati	Portsmouth, Big Sandy, and Pomeroy Packet Company	48		6	9,000 00	
21100	Huntingdon to Gallipolis	William Bay	1274		6	2,500 78	
			454				17,957 78

## D.—Steamboat service as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and terminal.	Name of contractor.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Remarks.
	VIRGINIA.							Three trips a week for ten months.
11092	Franklin City to Chincoteague Island		7		6	500 00		
11095	West Point to Baltimore		196			1,800 00		
11096	Norfolk to Baltimore		180		6	18,000 00		
11097	Norfolk to Eastville		57		3	2,500 00		
11098	Norfolk to Matthews Court-House		60		3	3,000 00		
11099	Norfolk to Richmond		151		3	7,000 00		
11100	Fredericksburgh to Baltimore		323½	974½	2	2,740 94	97,840 84	
	WEST VIRGINIA.							
12096	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12099	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reeside	62	245½	6	3,940 80	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville	A. Fleher	11		6	1,080 00		
13093	Norfolk to Manteo	Isaiah Cane	126½		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	128			5,035 43		Six times a week on 28 miles; three times a week on 106 miles.
13098	Plymouth to Windsor	do	30		3	793 00		
13099	Wilmington to Smithville	Joseph Bisbey	28		6	1,560 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	436½	1	973 00	13,790 03	
	SOUTH CAROLINA.							
14099	Charleston to Monticelloville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	431 00		
14106	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	581 00	

15100	Georgia	Brunswick to Saint Simon's Mills.....	U. Dart, Jr.....	5	3	475 00	475 00
16053	Florida	Duba.....	C. A. Whitney & Co.....	833	1	1,300 00	
16057		.....	H. T. Baya.....	26	6	2,145 00	
16058		.....	John Miller.....	34½	6	10,400 00	
16059		Tex.....	C. H. Mallory & Co.....	2,075	1	2,121 22	
16060		.....	George W. Bosch and John W. Miller	31½	2	31,000 00	
16061		.....	John Miller.....	298½	2	2,107 78	
16062		.....	Hart, Smith, & Richardson.....	55	3	2,000 00	
16063		.....	R. W. Ruter.....	103	6	18,057 45	
16067		.....	Frederick de Bary.....	204½	2	4,000 00	
16068		.....	Samuel I. Whitecide.....	136	3,827 ½	75,041 45	
17003	Alabama	Rome, Ga., to Gadsden.....	W. T. Smith.....	155	2	1,039 26	
17007		Mobile to Demopolis.....	F. S. Stone.....	240	1	2,000 00	
17009		Mobile to Point Clear.....	Edwin Baldwin.....	26	431	3,008 08	7,290 36
18007	Mississippi	English Lookout, La., to Gainesville..	Portevant & Parro.....	24½	6	1,275 50	1,275 50
19006		London to Kingston.....	U. S. Allison.....	30	6	1,979 12	
19009	Tennessee	Chattanooga to King's Creek.....	J. P. & W. E. Kendrick.....	169	2	1,649 00	2,219 13
20007		Louisville to Evansville.....	W. C. Hite.....	217	6	15,000 00	
20008	.....	Evansville to Cairo.....	John S. Hopkins.....	202	6	15,000 00	
20009	.....	Bowling Green to Evansville.....	C. G. Smallhouse.....	198	2	4,800 00	
20100	Kentucky	Johnsonville to Waterloo.....	W. G. Brown.....	149	2	2,415 90	28,215 39
21006		Zanesville to Marietta.....	E. M. Armstrong.....	27	12 }	4,388 00	
21009	Ohio	Portsmouth to Cincinnati.....	Portsmouth, Big Sandy, and Pomeroy	45	6 }	9,000 00	
21100		Huntingdon to Gallipolis.....	Packet Company.	157½	6 }	2,509 78	17,957 78



## D.—Steamboat services as in operation on the 30th of June, 1892.—Continued.

Number of route.	State and terminal.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
			7		6	500 00		
			196			1,800 00		Three trips a week for ten months.
11092	VIRGINIA.							
	Franklin City to Chincoteague Island							
11095	West Point to Baltimore.....					18,000 00		
11096	Norfolk to Baltimore.....		180		4	8,500 00		
11097	Norfolk to Eastville.....		87		3	3,000 00		
11098	Norfolk to Matthews Court-House.....		60		3	7,000 00		
11099	Norfolk to Richmond.....		151		3	3,749 94		
11100	Fredericksburgh to Baltimore.....		323½	974½	2		87,549 94	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh.....	Charles H. Booth, president	94		6	8,000 00		
12099	Parkersburgh to Pomeroy.....	Williamson & Maddy	87½		4	7,800 00		
12100	Charleston to Gallipolis.....	J. E. Reeside	63	245½	6	8,940 00	19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville.....	A. Fisher	11		6	1,080 00		
13096	Norfolk to Manteo.....	Isiah Cane	126½		3	4,350 00		
13097	Plymouth to Franklin.....	Zimri McDonald	128			5,038 48		Six times a week on 26 miles; three times a week on 106 miles.
13098	Plymouth to Windsor.....	do	30		3	793 00		
13099	Wilmington to Smithville.....	Joseph Bisbey	28		6	1,550 00		
13100	Wilmington to Fayetteville.....	R. G. Worth	112	435½	1	973 50	18,790 00	
	SOUTH CAROLINA.							
14099	Charleston to Montrieville.....	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island.....	Peter Foglio	43	50½	1	400 00	881 00	

GEORGIA.		U. Dart, Jr.	8	8	6	478 00	478 00
15106	Brunswick to Saint Simon's Mills.						
FLORIDA.							
16023	Juba.	C. A. Whitney & Co.	823				
16027		H. T. Baya	26			1,200 00	
16033		John Miller	344			3,145 00	
16039	Tex.	C. H. Mallory & Co.	2,075			10,400 00	
16040		W. W. Miller	814			2,121 23	
16041			2984			31,000 00	
16042			85			2,107 78	
16043		R. W. Ruter	102			3,000 00	
16046		Frederick de Bary	20644			18,067 45	
16048		Samuel I. Whiteside	136			4,000 00	
				3,827 46			75,041 45
ALABAMA.							
17023	Rome, Ga. to Gadsden	W. T. Smith	155			1,039 33	
17027	Mobile to Demopolis.	F. S. Stone	240			2,000 00	
17030	Mobile to Point Clear.	Edwin Baldwin	26			3,000 00	
				431			7,200 36
MISSISSIPPI.							
18027	English Lookout, La., to Gainesville.	Porter & Favre	244			1,275 50	
				244			1,275 50
TENNESSEE.							
19023	London to Kingston.	U. S. Allison	30			1,579 12	
19026	Chattanooga to King's Creek	J. P. & W. E. Kendrick	100			1,646 00	
				139			3,219 12
KENTUCKY.							
20027	Louisville to Evansville.	W. C. Hite	217			15,000 00	
20028	Evansville to Cairo	John S. Hopkins	202			15,000 00	
20030	Bowling Green to Evansville	C. G. Smallhouse	193			4,800 00	
20100	Johnsonville to Waterloo.	W. G. Brown	143			3,415 30	
				765			33,215 30
OHIO.							
21026	Zanesville to Marietta	K. M. Armstrong	27			4,388 00	
21029	Portsmouth to Cincinnati.	Portsmouth, Big Sandy, and Pomeroy Packet Company.	1274			9,000 00	
21100	Huntingdon to Gallipolis.	William Bay	454			2,569 78	
				2424			17,867 78

Gratuitous service.

\$200 per round trip.

3 for six months. 3 for six months.

3 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

## D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Remarks.
	VIRGINIA.							
11092	Franklin City to Chincoteague Island		7		6	500 00		
11095	West Point to Baltimore		196			1,800 00		Three trips a week for ten months.
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	180		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	57		3	2,500 00		
11098	Norfolk to Matthews Court-House		60		3	2,400 00		
11099	Norfolk to Richmond	Company	151		3	7,000 00		
11100	Fredericksburgh to Baltimore		224		2	2,748 94		
				974			87,549 84	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburg	Charles H. Booth, president	86		6	8,000 00		
12099	Parkersburg to Pomeroy	Williamson & Maddy	87		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Roostide	62		6	2,940 00		
				245			19,740 00	
	NORTH CAROLINA.							
13091	Plymouth to Jameville	A. Fisher	11		6	1,080 40		
13096	Norfolk to Manteo	Isiah Cane	124		3	4,350 00		
13097	Plymouth to Franklin	Zimri McDonald	126			5,036 43		Six times a week on 20 miles; three times a week on 106 miles.
13098	Plymouth to Windsor	do	30		3	763 00		
13099	Wilmington to Smithville	Joseph Blaney	28		6	1,550 00		
13100	Wilmington to Fayetteville	B. G. Worth	112		1	972 50		
				435			18,706 23	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	74		7	481 90		
14100	Charleston to Edisto Island	Peter Foglio	43		1	440 00		
				50			921 90	

15100	Brunswick to Saint Simon's Mills.....	U. Dart, Jr.....	8	3	478 00	478 00
GEORGIA.						
FLORIDA.						
15083	Tube.....	C. A. Whitney & Co.....	803	1	1,200 00	
15087	.....	H. T. Bays.....	26	6	3,145 00	
15088	.....	John Miller.....	34½	6	10,400 00	
15089	Tex.....	C. H. Mallory & Co.....	2,075	1	2,121 23	
15090	.....	George W. Beach and John W. Miller	31½	3	31,000 00	
15091	.....	John Miller.....	208½	3	2,107 78	
15092	.....	Hart Smith, & Richardson.....	85	3	2,000 00	
15093	.....	R. W. Ruter.....	102	6	18,087 45	
15097	.....	Frederick de Bary.....	204½	3	4,000 00	
15099	.....	Samuel L. Whitehead.....	130	3	75,041 45	
ALABAMA.						
117099	Rome, Ga., to Gadsden.....	W. T. Smith.....	156	3	1,489 30	
117097	Mobile to Demopolis.....	F. S. Stone.....	240	1	2,800 00	
117099	Mobile to Point Clear.....	Edwin Baldwin.....	26	431	2,800 00	7,380 36
MISSISSIPPI.						
118097	English Lookout, La., to Gainesville.....	Porterant & Favre.....	24½	6	1,275 50	1,275 50
TENNESSEE.						
19086	London to Kingston.....	U. S. Allen.....	30	6	1,878 12	
19090	Chattanooga to King's Creek.....	J. P. & W. R. Kendrick.....	169	2	1,440 00	3,219 12
KENTUCKY.						
20097	Louisville to Evansville.....	W. C. Hite.....	217	6	15,000 00	
20098	Evansville to Cairo.....	John S. Hopkins.....	202	6	16,000 00	
20099	Bowling Green to Evansville.....	C. G. Smallhouse.....	193	3	4,800 00	
20100	Johnsonville to Waterloo.....	W. G. Brown.....	148	2	2,415 39	38,215 39
OHIO.						
21008	Zanesville to Marietta.....	K. M. Armstrong.....	{ 27	12 }	4,388 00	
21009	Portsmouth to Cincinnati.....	Portsmouth, Big Sandy, and Pomeroy Packet Company.....	{ 48	0 }	8,000 00	
21100	Huntingdon to Gallipolis.....	William Bay.....	177½	0	2,500 78	17,957 78

D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
	VIRGINIA.							Three trips a week for ten months.
11082	Franklin City to Chincoteague Island		7		6	500 00		
11085	West Point to Baltimore		196			1,808 00		
11096	Norfolk to Baltimore		180		6	18,000 00		
11097	Norfolk to Eastville		57		3	8,508 00		
11098	Norfolk to Matthews Court-House		60		3	8,000 00		
11099	Norfolk to Richmond		151		3	7,000 00		
11100	Fredericksburgh to Baltimore		328½	974½	2	8,748 94	87,659 94	
	WEST VIRGINIA.							
12006	Wheeling to Parkersburgh	Charles H. Booth, president	86		6	8,000		
12009	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800		
12100	Charleston to Gallipolis	J. E. Reeside	62	245½	6	8,940	16,740 00	
	NORTH CAROLINA.							Six times a week on 20 miles; three times a week on 166 miles.
13001	Plymouth to Jameville	A. Fisher	11		6	1,080 00		
13006	Norfolk to Manteo	Isaiah Cane	126½		3	4,350 00		
13007	Plymouth to Franklin	Zimri McDonald	128			5,088 43		
13008	Plymouth to Windsor	do	30		8	793 00		
13009	Wilmington to Smithville	Joseph Bixbey	28		6	1,558 00		
13100	Wilmington to Fayetteville	R. G. Worth	112	436½	1	973 50	12,780 83	
	SOUTH CAROLINA.							
14000	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company	7½		7	481 80		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	406 00	581 00	

GEORGIA.		U. Dart, Jr.							
15106	Brunswick to Saint Simon's Mills.....			8		8		475 00	475 00
FLORIDA.									
16053	Cuba.....			328					
16057	H. T. Bays.....			26				1,200 00	
16058	John Miller.....			344				3,145 00	
16059	C. H. Mallory & Co.....			2,075				10,400 00	
16060	George W. Beach and John W. Miller.....			314				2,121 23	
16061	John Miller.....			388				31,000 00	
16062	Hart Smith, & Richardson.....			85				2,107 78	
16063	R. W. Ruter.....			102				2,000 00	
16067	Frederick de Bary.....			206 1/2				18,067 45	
16068	Samuel I. Whiteside.....			186				4,000 00	
						8,827 1/2			75,041 45
ALABAMA.									
17052	Rome, Ga., to Gadsden.....			155				1,039 30	
17057	Mobile to Demopolis.....			240				2,000 00	
17059	Mobile to Point Clear.....			26				3,000 00	
						421			7,300 30
MISSISSIPPI.									
18057	English Lookout, La., to Gainesville.....			24 1/2				1,275 50	
						34 1/2			1,275 50
TENNESSEE.									
19058	London to Kingston.....			80				1,579 12	
19059	Chattanooga to King's Creek.....			100				1,640 00	
						139			3,219 12
KENTUCKY.									
20057	Louisville to Evansville.....			217				15,000 00	
20058	Evansville to Cairo.....			202				10,000 00	
20059	Bowling Green to Evansville.....			198				4,800 00	
20100	Johnsonville to Waterloo.....			143				3,415 39	
						765			86,315 39
OHIO.									
21056	Zanesville to Marietta.....			27				4,308 00	
21059	Portsmouth to Cincinnati.....			48				9,000 00	
21100	Huntingdon to Gallipolis.....			127 1/2				2,509 78	
				45 1/2					17,957 78

Gratuitous service.

\$200 per round trip.

\$ for six months. 3 for six months.

\$ to Saint Mary's. 3 the residue.

7 for six months. 3 for six months.

## D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
	VIRGINIA.							Three trips a week for ten months.
11002	Franklin City to Chincoteague Island		7		6	500 00		
11005	West Point to Baltimore		196			1,800 00		
11006	Norfolk to Baltimore	Old Dominion Steamship Company	180		6	18,000 00		
11007	Norfolk to Eastville	do	57		3	3,500 00		
11008	Norfolk to Matthews Court-House	do	60		3	3,000 00		
11009	Norfolk to Richmond	Virginia Steamboat Company	151		3	7,000 00		
11100	Fredericksburgh to Baltimore	Henry Williams	329½	974½	2	3,740 00	37,540 00	
	WEST VIRGINIA.							
12004	Wheeling to Parkersburgh	Charles H. Booth, president	96		6	8,000 00		
12009	Parkersburgh to Pomeroy	Williamson & Maddy	87½		6	7,800 00		
12100	Charleston to Gallipolis	J. E. Reese	62	245½	6	3,940 00	19,740 00	
	NORTH CAROLINA.							Six times a week on 20 miles; three times a week on 106 miles.
13001	Plymouth to Jamesville	A. Fisher	11		6	1,050 00		
13005	Norfolk to Manteo	Isabel Cane	126½		3	4,350 00		
13007	Plymouth to Franklin	Zimri McDonald	128			5,036 48		
13008	Plymouth to Windsor	do	30		3	783 00		
13009	Wilmington to Smithville	Joseph Blabey	28		6	1,550 00		
13100	Wilmington to Fayetteville	B. G. Worth	112	435½	1	972 50	13,790 00	
	SOUTH CAROLINA.							
14000	Charleston to Moultrieville	William M. Bird, Sec. Mt. Pleasant and Sullivan Ferry Company.	7½		7	481 00		
14100	Charleston to Edisto Island	Peter Foglio	43	50½	1	400 00	981 00	

GEORGIA.		U. Dart, jr.	3	8	6	475 00	475 00
Brunswick to Saint Simon's Mills							
15190							
FLORIDA.							
16003	Suba.	C. A. Whitney & Co.	683		1	1,200 00	Gratuitous service.
16007		H. T. Bays	26		6	8,145 00	\$200 per round trip.
16008		John Miller	344		6	10,400 00	6 for six months. 3 for six months.
16009	Tex.	C. H. Mallory & Co.	2,075		1	2,121 22	6 to Saint Mary's. 2 the residue.
16090		W. Miller	2024		2	21,000 00	
16091			85			2,107 78	
16092		R. W. Ruter	102		3	3,000 00	
16093		Frederick de Bary	20418		4	18,007 45	
16097		Samuel L. Whiteide	136		2	4,000 00	
16098				2,827 4		75,041 45	
ALABAMA.							
17003	Roma, Ga. to Gadsden	W. T. Smith	155		2	1,039 26	
17007	Mobile to Demopolis	F. S. Stone	240		1	2,000 00	
17009	Mobile to Point Clear	Edwin Baldwin	25	421		2,000 00	7 for six months. 3 for six months.
MISSISSIPPI.							
18007	English Lookout, La., to Galveston	Porter & Favre	244	244	6	1,275 50	
TENNESSEE.							
19006	London to Kingston	U. S. Allen	20		6	1,879 13	
19009	Chattanooga to King's Creek	J. P. & W. E. Kendrick	108	189	2	1,640 00	
KENTUCKY.							
20007	Louisville to Evansville	W. C. Hite	217		6	15,000 00	
20008	Evansville to Cairo	John S. Hopkins	302		6	15,000 00	
20009	Bowling Green to Evansville	C. G. Smallhouse	198		2	4,800 00	
20100	Johnsonville to Waterloo	W. G. Brown	146	705	2	3,415 39	
OHIO.							
21006	Zanesville to Marietta	K. M. Armstrong	27		12	6,388 00	
21009	Portsmouth to Cincinnati	Portsmouth, Big Sandy, and Pomeroy Packet Company	46		6	9,000 00	
21100	Huntingdon to Gallipolis	William Bay	1273	2484	6	2,500 78	
			454			17,857 78	



## D.—Steamboat service as in operation on the 30th of June, 1882.—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
11092	VIRGINIA.	Franklin City to Chincoteague Island	7		6	600 00		Three trips a week for ten months.
11095		West Point to Baltimore	186			1,800 00		
11096		Norfolk to Baltimore	166		6	18,000 00		
11097		Norfolk to Eastville	57		3	3,500 00		
11098		Norfolk to Matthews Court-House	60		3	3,000 00		
11099		Norfolk to Richmond	151		3	7,000 00		
11100		Fredericksburgh to Baltimore	324	974	2	3,749 94	37,549 94	
	WEST VIRGINIA.							
12099		Wheeling to Parkersburgh	96		6	8,000 00		
12099		Parkersburgh to Pomeroy	87		6	7,800 00		
12100		Charleston to Gallipolis	62	245	6	3,940 00	19,740 00	
	NORTH CAROLINA.							
13091		Plymouth to Jameville	11		6	1,069 00		Six times a week on 20 miles; three times a week on 108 miles.
13095		Norfolk to Manteo	126		3	4,350 00		
13097		Plymouth to Franklin	128			5,036 43		
13098		Plymouth to Windsor	30		3	793 00		
13099		Wilmington to Smithville	28		6	1,559 00		
13100		Wilmington to Fayetteville	112	436	1	973 50	13,790 96	
	SOUTH CAROLINA.							
14099		Charleston to Moultrieville	74		7	431 00		
14100		Charleston to Edisto Island	43	50	1	409 00	331 00	

GEORGIA.		U. Dart, jr.							
15190	Brunswick to Saint Simon's Mills.			3		8		6	475 00
									475 00
FLORIDA.									
16063		Fla.	C. A. Whitney & Co.	803				1	
16067			H. T. Bays	26				6	1,200 00
16086			John Miller	344				6	3,145 00
16089		Tex.	C. H. Mallory & Co.	2,075				1	10,400 00
16090			W. Miller	314					2,121 22
16091				2604				2	31,000 00
16092			R. W. Ruter	85					2,107 78
16096			Frederick de Bary	102				3	3,000 00
16097			Samuel I. Whitealde	2034				6	18,067 45
16098				130				2	4,000 00
						3,827 4			75,841 45
ALABAMA.									
17098	Rome, Ga. to Cadaden		W. T. Smith	155				2	1,639 36
17097	Mobile to Demopolis		F. B. Stone	240				1	2,000 00
17099	Mobile to Point Clear		Edwin Baldwin	26					2,000 00
						421			7,359 36
MISSISSIPPI.									
18097	English Lookout, La., to Gainesville.		Porterant & Favre	244				6	1,375 50
						344			1,375 50
TENNESSEE.									
19096	London to Kingston.		U. S. Allison	30				6	1,579 12
19099	Chattanooga to King's Creek		J. P. & W. E. Kendrick	169				2	1,640 00
						139			3,219 12
KENTUCKY.									
20097	Louisville to Evansville.		W. C. Hite	217				6	15,000 00
20098	Evansville to Cairo		John B. Hopkins	302				6	15,000 00
20099	Bowling Green to Evansville		C. G. Smallhouse	106				2	4,800 00
20100	Johnsonton to Waterloo		W. G. Brown	146				2	3,415 30
						765			58,215 30
OHIO.									
21098	Zanesville to Marietta		K. M. Armstrong	27				12	6,386 00
21099	Portsmouth to Cincinnati		Portsmouth, Big Sandy, and Pomeroy Packet Company.	46				6	9,000 00
21100	Huntingdon to Gallipolis		William Bay	174				6	2,640 78
				454					17,967 78

Gratuitous service.

\$200 per round trip.

6 for six months. 3 for six months.

6 to Saint Mary's. 2 the residue.

7 for six months. 3 for six months.

## D.—Steamboat service as in operation on the 30th June, 1882—Continued.

Number of route.	State and terminal.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
MICHIGAN.								
24094	Mackinaw City to Saint Ignace.....	Mackinaw Transportation Company..	6	.....	6	Dollars. 1,800 00	.....	\$20 per round trip during season of navigation. Star service during close of navigation. \$35 per round trip during season of navigation.
24097	Manistee to Milwaukee, Wis.....	Engelmann Transportation Company..	120	.....	6	.....	.....	
24098	L'Anse to Hancock.....	L'Anse, Hancock, & Houghton Transportation Company.	35	.....	6	3,000 00	.....	
24099	Bay City to Alpena.....	Darius Cole & Ira F. Holt.....	123	294	6	.....	14,968 32	
MISSOURI.								
23098	Saint Louis to Keokuk, Iowa.....	R. C. Kerens.....	231	.....	6	15, 00	.....	{ Twice a week from November 1 to April 30; once a week the rest of the year.
23100	Saint Louis to Memphis, Tenn.....	John A. Scudder.....	463	684	3	25, 00	40,008 00	
ARKANSAS.								
23060	Memphis, Tenn., to Greenville, Miss	H. M. Norton.....	111	.....	3	3,900 00	.....	
23061		J. G. Andrews.....	96	.....	2	6,000 00	.....	
23064		Jno. N. Harbin.....	140	.....	2	8,300 00	.....	
23063		J. D. Adams.....	155	.....	3	17,024 52	.....	
23064		.....do.....	201	.....	3	30,080 00	.....	
23068	Monroe, La., to Red River Landing, La	J. W. Blake.....	285	.....	.....	4,300 00	.....	
23069	Helena to Witterburgh.....	W. R. Righton.....	80	1,147	1	1,500 00	71,564 52	
LOUISIANA.								
30084	Baton Rouge to Bayou Sara.....	B. H. Peterson.....	82	.....	6	9,975 00	.....	{ Once a week eight months; three times a week four months.
30090	New Orleans to Grand Isle.....	John F. Krans.....	94	.....	.....	2,904 44	.....	
30092	Lake Charles to Cameton.....	James B. Price.....	48	.....	2	2,880 00	.....	
30096	New Orleans to Vicksburgh, Miss.....	Leathery, Tobin & Cannon.....	408	.....	3	35,000 00	.....	
30097	New Orleans to Hope Villa.....	Milton B. Muncy.....	119	.....	2	4,500 00	.....	

No.	Route	Company	Days	Passes	Fares	Notes
30099	New Orleans to Covington	W. G. Coyle	62		5,700 00	Six times a week six months; three times a week six months.
30100	New Orleans to Port Eads	Kouns, Scovell, O'Pry & Bassett	{ 116 } { 12 }		6,409 84	
			891		67,450 28	
31096	Houston to Lynchburgh	L. F. Allen	27	3	400 00	
31100	Morgan City, La., to Isabel, Tex	Morgan's La. and Texas Railroad and Steamship Co.	465		4,800 00	Twice a month, or as much oftener as steamships may run, at \$200 per round trip.
			492		5,200 00	
43093	Steilacoom City to Artoudale	H. A. Lawton	10	1	240 00	
43095	Port Townsend to Neah Bay	James Brittain	101	1	3,380 00	
43096	Port Townsend to Sitka, Alaska	Goodall, Perkins & Co	897		14,800 00	One round trip per month.
43097	Port Townsend to Semiahmoo	Wm. F. Munroe	130	1	2,974 00	
43098	Seattle to Sehome	James C. Brittain	{ 136 } { 27 }	{ 2 } { 1 }	4,560 05	
43099	New Tacoma to Port Townsend	Lewia M. Starr	894	6	29,700 00	
			1,390 1/2		58,654 65	
44099	Portland to The Dalles	Oregon Steam Navigation Co	117	6	7,487 00	
44100	Portland to Astoria	do	98	6	4,980 00	
			215		12,477 00	
46093	Eureka to Arcata	G. W. B. Yocum	8	6	600 00	
46095	Lakeport to East Lake	Wm. Gielman	18	3	889 41	
46096	San Francisco to Eureka	Pacific Coast Steamship Co.	216	1	5,000 00	
46098	Tahoe to Tahoe	Arthur Lyman and Frank H. Fish	464		2,400 00	Six times a week for six months and three times a week for six months.
46099	San Francisco to Sacramento City	California Steam Navigation Co	230	6	8,000 00	
46100	San Francisco to Portland, Oreg	Oregon Steamship Co.	676		22,000 00	Four trips per month.
			1,194 1/2		38,889 41	

## D.—Steamboat service as in operation on the 30th June, 1882.—Continued.

Number of route.	State and terminal.	Name of contractor	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
MICHIGAN.								
24094	Mackinaw City to Saint Ignace.....	Mackinaw Transportation Company.....	6	.....	6	Dollars. 1,000 00	.....	\$30 per round trip during season of navigation. Star service during close of navigation. \$35 per round trip during season of navigation.
24097	Manistee to Milwaukee, Wis.....	Engelman Transportation Company.....	130	.....	6	.....	.....	
24098	L'Anse to Hancock.....	L'Anse, Hancock, & Houghton Transportation Company.....	25	.....	6	3,000 00	.....	
24099	Bay City to Alpena.....	Darius Cole & Ira F. Holt.....	123	294	6	.....	14,903 34	
MISSOURI.								
23096	Saint Louis to Keokuk, Iowa.....	R. C. Kerens.....	231	.....	6	15,900 00	.....	
23100	Saint Louis to Memphis, Tenn.....	John A. Scudder.....	453	684	3	25,900 00	40,000 00	
ARKANSAS.								
23050	Mar's Point, Miss.....	H. M. Norton.....	111	.....	2	3,900 00	.....	{ Twice a week from November 1 to April 30; once a week the rest of the year.
23051	Secula.....	J. G. Andrews.....	96	.....	2	6,000 00	.....	
23054	Bluff.....	Jno. N. Harbin.....	140	.....	2	8,900 00	.....	
23063	Greenville, Miss.....	J. D. Adams.....	155	.....	3	17,024 52	.....	
23064	Memphis, Tenn., to Greenville, Miss.....	.....do.....	261	.....	3	30,000 00	.....	
23068	Monroe, La., to Red River Landing, La.....	J. W. Blanks.....	285	.....	.....	4,300 00	.....	
23069	Helena to Witterburg.....	W. R. Righton.....	90	1,147	1	1,500 00	71,564 52	
LOUISIANA.								
30084	Baton Rouge to Bayou Sara.....	B. H. Peterson.....	82	.....	6	9,975 00	.....	{ Once a week eight months; three times a week four months.
30090	New Orleans to Grand Isle.....	John F. Krens.....	94	.....	.....	2,904 44	.....	
30092	Lake Charles to Camoton.....	James B. Price.....	48	.....	2	2,880 00	.....	
30096	New Orleans to Vicksburg, Miss.....	Leathera, Tobin & Cannon.....	408	.....	3	35,000 00	.....	
30097	New Orleans to Hope Villa.....	Milton B. Muncy.....	119	.....	2	4,500 00	.....	

Line No.	Route	Company	Passes	Fares	Notes
30099	New Orleans to Covington	W. G. Coyle	62	5,700 00	Six times a week six months; three times a week six months.
30100	New Orleans to Port Eads	Kouns, Scovell, O'Pry & Ransett	{ 116 } { 12 }	6,409 84	
			891	67,450 28	
TEXAS.					
31096	Houston to Lynchburgh	L. F. Allen	27	400 00	
31100	Morgan City, La., to Isabel, Tex	Morgan's La. and Texas Railroad and Steamship Co.	465	4,800 00	Twice a month, or as much oftener as steamships may run, at \$200 per round trip.
			492	5,200 00	
WASHINGTON TERRITORY.					
43083	Steilacoom City to Artondale	H. A. Lawton	10	240 00	
43095	Port Townsend to Neah Bay	James Brittain	101	3,380 00	
43096	Port Townsend to Sitka, Alaska	Goodall, Perkins & Co	897	14,800 00	One round trip per month.
43097	Port Townsend to Semiahmoo	Wm. F. Munroe	130	2,974 00	
43098	Seattle to Sehome	James C. Brittain	{ 136 } { 27 }	4,560 65	
43099	New Tacoma to Port Townsend	Lewis M. Starr	894	29,700 00	
			1,390 1/2	58,654 65	
OREGON.					
44099	Portland to The Dalles	Oregon Steam Navigation Co	117	7,487 00	
44100	Portland to Astoria	do	98	4,980 00	
			215	12,477 00	
CALIFORNIA.					
46093	Eureka to Arcata	G. W. B. Yocum	8	600 00	
46095	Lakeport to East Lake	Wm. Guelman	18	899 41	
46096	San Francisco to Eureka	Pacific Coast Steamship Co.	216	5,000 00	Six times a week for six months and three times a week for six months.
46098	Tahoe to Tahoe	Arthur Lyman and Frank H. Fish	464	2,400 00	
46099	San Francisco to Sacramento City	California Steam Navigation Co	230	8,000 00	
46100	San Francisco to Portland, Oreg	Oregon Steamship Co	676	22,000 00	Four trips per month.
			1,194 1/2	38,889 41	

E.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1892.

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.			STEAMBOAT.			RAILROAD.			Total annual transportation.		Total annual cost.							
	Length of routes.			Length of routes.			Length of routes.			Cost.		Cost.							
	Increase.	Decrease.	Miles.	Dollars.	Increase.	Decrease.	Miles.	Dollars.	Increase.	Decrease.	Miles.	Dollars.	Increase.	Decrease.					
Maine.....	20			Dollars.	4,737		Miles.	163	Dollars.	900		Miles.	55	Dollars.	3,181	Miles.	232,404	Dollars.	7,018
New Hampshire.....	14				4,732			5					11				270,043		
Vermont.....		10			8,389								1				24,792		1,175
Massachusetts.....	28												183				1,440,909		123,397
Rhode Island.....	15				2,201			8		620			2				66,755		2,579
Connecticut.....	28				1,839								24				376,253		33,405
New York.....	2,001												134				1,424,398		145,644
New Jersey.....		46			4,572			27					121				377,843		19,797
Pennsylvania.....		153			35,698			89					105				1,312,688		48,652
Delaware.....	14												2				21,708		3,642
Maryland.....	82				2,526			21					16				515,948		36,438
Virginia.....		80			20,389			340					396				814,328		37,651
West Virginia.....	371				3,847					3,940			13				359,858		10,019
North Carolina.....	355												55						53,607
South Carolina.....	128												40				105,867		7,672
Georgia.....	289												192				227,054		16,156
Florida.....		180			896			275											
Alabama.....	258				6,603			682					10						189,871
Mississippi.....	229				6,669			304					31						67,189
Tennessee.....		87			7,642			445					84						136,535
Kentucky.....	71				35,365			219					69						146,493
Ohio.....		278			1,316			97					130				200,393		29,170
Indiana.....	69				6,039			13					298						129,016
Illinois.....		139											850				736,504		129,635
Michigan.....		21			1,920								38				419,670		5,580
Wisconsin.....		251			6,552			494					263				73,782		1,329
Minnesota.....					3,695								390				69,935		30,632
Iowa.....	10				5,987								795				213,318		4,415
Missouri.....		766			12,978								258				106,093		19,398
Arkansas.....		207			17,637								98						390,599
Louisiana.....		260			73,346			757					91						130,308
Texas.....	94				37,288			1,238					1,533						212,544
		2,597			324,491			27		400							159,759		





## F.—Statement of expedited star service.

[This statement extends only to April 30, 1881, inclusive.]

Year.	Route	Termini.	Annual pay.	Second Assistant Postmaster-General.	Pay for expedition.	Order dated.	Order took effect.	Contractor
Jan 1, 1872, to June 30, 1874.	7594, Ark		\$1,800 00	John L. Routt	\$1,800 00	Mar. 5, 1874	Mar. 15, 1874	W. Shreve.
	7653, Ark		4,000 00	do	4,000 00	Mar. 5, 1874	Mar. 15, 1874	R. C. Keweenaw.
	8031, La		11,700 00	do	5,118 75	Jan. 21, 1873	Feb. 1, 1873	Peterson & Searls.
	8067, La		8,970 00	do	4,850 45	Feb. 1, 1873	Feb. 1, 1873	Do.
	8534, Tex		13,200 00	do	14,143 00	Jan. 11, 1873	Jan. 16, 1873	W. D. Kittle.
	14773, Cal		142,861 00	do	45,945 00	June 8, 1872	July 1, 1872	R. Barlow.
	14788, Cal		1,192 00	do	1,192 00	July 2, 1872	July 16, 1872	M. D. Thompson.
Year ending June 30, 1875	14804, Cal		1,870 00	do	837 50	Oct. 22, 1873	Nov. 1, 1873	J. Grant.
	14943, Cal		32,667 00	do	7,167 00	Jan. 24, 1874	Jan. 24, 1874	W. Hamilton.
	33234, Kans		2,379 13	do	2,379 13	Dec. 21, 1874	Jan. 1, 1875	M. L. Bauga.
	33122, Kans		3,234 00	do	2,156 00	Dec. 26, 1874	Jan. 1, 1875	J. Call.
	36120, Colo		2,295 00	do	1,200 00	Feb. 12, 1875	Mar. 1, 1875	C. H. Cotter.
	39110, N. Mex		55,000 00	do	45,000 00	Dec. 8, 1874	Dec. 1, 1874	Kerens & Mitchell.
	46129, Cal		17,385 00	do	8,519 00	June 3, 1874	July 1, 1874	C. H. Collier.
	40138, Cal		13,725 40	do	5,902 00	Dec. 8, 1874	Jan. 1, 1875	W. Buckley.
	29174, Ark		9,702 48	James N. Tyner	957 00	Aug. 5, 1875	Aug. 5, 1875	U. E. Fisher.
	29116, Ark		4,343 12	do	3,891 60	Nov. 2, 1875	Nov. 2, 1875	A. P. Curry.
Year ending June 30, 1877	31436, Tex		9,100 00	do	6,000 00	Dec. 14, 1875	Nov. 15, 1875	J. C. Kinzey.
	31187, Tex		3,218 00	do	1,782 00	Feb. 21, 1876	Nov. 15, 1875	Do.
	34134, Nebr		1,170 00	do	339 00	June 9, 1875	July 1, 1875	J. Hale.
	29141, Mo		1,900 00	Thomas J. Brady	1,000 00	Feb. 10, 1877	Feb. 15, 1877	H. M. Vaile.
	29115, Ark		1,900 00	do	1,740 00	Aug. 18, 1876	Aug. 20, 1876	J. C. Kinzey.
	29256, Ark		3,157 25	do	2,842 75	Oct. 23, 1876	Oct. 25, 1876	J. G. Bottsford.
	32001, Ind. T.		11,700 00	do	11,700 00	Feb. 5, 1877	Feb. 8, 1877	Vaile, Kerens & Mitchell.
	33063, Kans	Greenleaf to Clay Centre	1,835 50	do	2,039 44	Mar. 12, 1877	Mar. 19, 1877	H. M. Vaile.
	37109, Wyo	Cheyenne City to Spotted Tail	9,236 57	do	39,301 46	Feb. 15, 1877	Mar. 1, 1877	G. M. Brown.
	37105, Wyo	Brown	12,560 44	do	35,550 01	Mar. 2, 1877	Mar. 16, 1877	J. H. Gillbert.
Year ending June 30, 1878	38137, Colo	F6.	50,560 00	do	17,227 00	Aug. 12, 1876	Sept. 1, 1876	H. Tisdale.
	40102, Ariz		33,700 00	do	16,065 00	Mar. 20, 1877	Apr. 1, 1877	A. Van Duern.
	40106, Ariz		4,499 00	do	6,073 65	Mar. 26, 1877	Apr. 15, 1877	J. J. Rinda.
	44139, Oreg		5,031 25	do	2,204 23	Mar. 13, 1877	Apr. 1, 1877	Hellon & Garrett.
	38141, Colo		18,510 00	do	16,954 19	Mar. 2, 1877	Mar. 16, 1877	W. L. Richards.
	38155, Colo	La Veta to Del Norte	2,923 94	do	3,411 26	Mar. 2, 1877	Mar. 16, 1877	C. N. Bishop.
	31138, Tex	Sau Antonio to Eagle Pass	8,963 00	do	23,173 00	July 7, 1877	July 15, 1877	J. C. Kinzey.
	35065, Dak	Bismarck to Deadwood	19,000 00	do	4,750 00	May 31, 1878	June 1, 1878	N. W. S. Exp. and Transp. Co.
	46263, Cal	Yreka to Shasta	4,000 00	do	13,253 32	June 25, 1878	July 1, 1878	C. W. Foster.
	46207, Cal	Susquville to Lakeview, Oreg	6,975 00	do	0,975 00	July 10, 1878	Aug. 1, 1878	O. J. Saltsbury.

40267, Cal	Willow Ranch to Reno	3, 125 00	do	10, 275 00	July 10, 1878	Aug. 1, 1878	Do
30440, Dak	Fargo to Pembina	17, 000 00	do	8, 500 00	July 30, 1878	Aug. 1, 1878	J. Voorhees.
38144, Colo	Fort Garland to Santa Fé (with side supply)	3, 137 11	do	9, 500 00	June 26, 1878	July 1, 1878	C. W. Foster.
31454, Tex	Fort Worth to Yuma	134, 000 00	do	145, 000 00	Aug. 5, 1878	Aug. 15, 1878	J. T. Childs-ter
30102, Ark	Fayetteville to Pierce City	3, 001 00	do	3, 001 00	Aug. 3, 1878	Aug. 16, 1878	G. L. McKeough.
30103, Ark	Fayetteville to Alma	1, 123 00	do	1, 103 00	Aug. 3, 1878	Aug. 16, 1878	Do.
33253, Kans	El Dorado to Winfield	1, 324 00	do	000 00	Sept. 30, 1878	Oct. 1, 1878	H. Tiedahl.
40245, Cal	Redding to Weaverille	2, 000 00	do	3, 733 33	Sept. 25, 1878	Oct. 1, 1878	C. W. Foster.
42121, Idaho	Eagle Rock to Salmon City	4, 750 00	do	4, 750 00	Sept. 24, 1878	Oct. 1, 1878	T. A. McDewitt
41122, Utah	Richfield to Kanab	7, 170 00	do	7, 170 00	Sept. 25, 1878	Oct. 1, 1878	F. W. Gilmer.
38131, Colo	Cannon City to Del Norte	4, 656 73	do	18, 351 64	Sept. 20, 1878	Oct. 1, 1878	C. W. Foster.
38150, Colo	Saguache to Lake City	3, 426 00	do	15, 437 12	Sept. 20, 1878	Oct. 1, 1878	J. R. Miner
38126, Colo	Fair Play to Helena	1, 162 20	do	1, 825 25	Sept. 30, 1878	Oct. 1, 1878	J. W. Dorsey.
38127, Colo	Divide to Oro City	1, 477 00	do	4, 307 91	Sept. 30, 1878	Oct. 1, 1878	H. W. Horlanski
31150, Tex	San Antonio to Laredo	4, 147 50	do	2, 052 50	Oct. 1, 1878	Nov. 1, 1878	C. Bain.
29246, Ark	Little Rock to Monticello	4, 730 00	do	4, 379 62	Oct. 23, 1878	Nov. 1, 1878	E. W. Parker.
45113, Nev	Battle Mountain to Austin	7, 300 00	do	7, 300 00	Oct. 15, 1878	Oct. 16, 1878	H. White.
46120, Cal	Solaced to Newhall	20, 000 00	do	21, 750 00	Oct. 4, 1878	Oct. 15, 1878	O. J. Salisbury and M. V. Nichols.
40113, Ariz	Tres Alamos to Clifton	1, 568 00	do	9, 408 00	June 2, 1878	June 16, 1878	J. W. Dorsey.
44155, Oreg		8, 268 00	do	18, 648 00	Oct. 29, 1878	Nov. 15, 1878	J. M. Peck.
38146, Colo		19, 000 00	do	15, 994 77	Oct. 1, 1878	Oct. 1, 1878	L. Voorhees.
32020, Ind. T		1, 141 50	do	1, 712 25	Oct. 4, 1878	Oct. 7, 1878	J. R. Miner
32021, Ind. T		2, 400 00	do	3, 600 00	Oct. 4, 1878	Oct. 7, 1878	Do.
32018, Ind. T	Chadwell to Fort Hill	15, 300 00	do	18, 000 00	Oct. 14, 1878	Oct. 21, 1878	J. M. Peck.
39109, N. Mex	Las Vegas to Las Cruces	17, 274 15	do	21, 876 55	Oct. 29, 1878	Nov. 15, 1878	C. Cosgrove.
40101, Ariz	Prescott to Santa Fé	13, 313 00	do	43, 486 34	Oct. 3, 1878	Nov. 1, 1878	G. L. McDewitt.
34156, Nebr	Sidney to Deadwood	3, 775 00	do	19, 550 00	Nov. 16, 1878	Dec. 1, 1878	T. A. McDewitt.
35050, Dak	Bismarck to Deadwood	17, 000 00	do	16, 285 00	Nov. 26, 1878	Dec. 1, 1878	Do.
39104, N. Mex	Santa Fé to Fort Stanton	1, 748 00	do	7, 406 00	Nov. 2, 1878	Nov. 16, 1878	J. R. Miner
39103, N. Mex	Santa Fé to Mesilla	26, 200 00	do	40, 841 17	Nov. 25, 1878	Dec. 16, 1878	J. B. Price.
43103, Nev	Cannon City to Aurora	7, 240 00	do	10, 539 49	Dec. 23, 1878	Jan. 1, 1879	V. H. Pease.
45105, Nev	Aurora to Bodie	933 33	do	1, 120 04	Dec. 23, 1878	Jan. 1, 1879	J. M. Benton
45101, Nev	Reno to Susanville	8, 600 00	do	7, 422 00	Dec. 30, 1878	Jan. 1, 1879	V. W. Pease.
46247, Cal	Redding to Alturas	8, 982 00	do	28, 144 00	Dec. 3, 1878	Dec. 16, 1878	J. M. Peck.
46136, Cal	Caliente to Independence	24, 070 00	do	11, 314 33	Dec. 19, 1878	Jan. 1, 1879	G. H. Platt
44154, Oreg	The D	8, 229 41	do	11, 075 50	Dec. 23, 1878	Jan. 16, 1879	T. A. McDewitt.
44160, Oreg	Canyo	2, 808 00	do	16, 612 00	Dec. 21, 1878	Jan. 1, 1879	Do.
36107, Mont	Bozem	16, 500 00	do	7, 596 00	Dec. 24, 1878	Jan. 1, 1879	O. J. Salisbury.
36124, Mont	Watson	4, 921 00	do	9, 037 50	Dec. 23, 1878	Jan. 1, 1879	J. R. Miner.
36115, Mont	Helena to Missoula	6, 425 00	do	2, 500 00	Dec. 23, 1878	Jan. 1, 1879	G. V. Meuvole.
36128, Mont	Silver Bow to New Chicago	2, 500 00	do	27, 950 00	Dec. 23, 1878	Jan. 1, 1879	J. W. Dorsey.
35051, Dak	Bismarck to Tongue River	3, 150 00	do	9, 651 00	Dec. 23, 1878	Jan. 1, 1879	M. V. Nichols.
38157, Colo	Gardner to Rosita	317 00	do	4, 261 40	Dec. 23, 1878	Jan. 1, 1879	J. W. Dorsey.
38126, Colo	Fair Play to Cleora	1, 768 00	do	2, 000 00	Dec. 21, 1878	Jan. 1, 1879	M. V. Nichols.
38161, Colo	Fair Play to Leadville	1, 936 08	do	40, 429 86	Dec. 23, 1878	Jan. 1, 1879	W. M. Griffith.
32024, Ind. Ter	Yazita to Las Vegas	18, 000 00	do	8, 170 00	Dec. 2, 1878	Dec. 16, 1878	J. W. Dorsey.
40116, Ariz	Phoenix to Prescott	680 00	do	*18, 318 00	Dec. 24, 1878	Jan. 16, 1879	
40104, Ariz	Mineral Park to Picoche	2, 982 00	do				

\* Part for increased number of trips.

F.—Statement of expedited star service—Continued.

Year.	Route.	Terminal.	Annual pay.	Second Assistant Postmaster-General	Pay for expedition.	Order dated.	Order took effect.	Contractor.
Year ending June 30, 1879	40105, Ariz.		\$4,942 00	Thomas J. Brady	\$413, 658 00	Dec. 24, 1878	Jan. 16, 1879	J. M. Peck.
	10123, Md.		779 79	do	1, 070 45	Jan. 31, 1879	Feb. 1, 1879	K. S. Frederick.
	30133, La.		5, 200 00	do	12, 042 10	Jan. 9, 1879	Jan. 16, 1879	J. R. Price.
	31155, Tex.		3, 670 00	do	1, 630 00	Jan. 17, 1879	Feb. 1, 1879	F. C. Taylor.
	31168, Tex.		16, 897 00	do	8, 696 98	Jan. 17, 1879	Feb. 1, 1879	Do.
	30156, Colo.		5, 680 00	do	5, 040 00	Feb. 11, 1879	Feb. 17, 1879	J. B. Price.
	40107, Ariz.		6, 582 02	do	21, 394 60	Feb. 11, 1879	Feb. 17, 1879	A. L. Neely.
	31153, Tex.		8, 440 00	do	13, 504 00	Feb. 22, 1879	Mar. 1, 1879	H. Tidale.
	29149, Ark.		8, 772 33	do	13, 086 11	Feb. 20, 1879	Mar. 1, 1879	G. W. Parker.
	35021, Dak.		1, 900 00	do	1, 900 00	Mar. 13, 1879	Mar. 17, 1879	A. S. Patrick.
	33099, Kans.		2, 211 23	do	3, 551 37	Apr. 10, 1879	May 1, 1879	J. W. Hughes.
	40103, Ariz.		7, 440 00	do	17, 537 14	Apr. 7, 1879	Apr. 15, 1879	A. H. Brown.
	31141, Tex.		1, 820 00	do	3, 780 00	Apr. 26, 1879	May 15, 1879	F. C. Armstrong.
	31146, Tex.		1, 270 50	do	3, 314 00	Apr. 26, 1879	May 15, 1879	Do.
	38145, Colo.		1, 658 40	do	8, 457 84	Apr. 29, 1879	May 12, 1879	J. W. Dorney.
Year ending June 30, 1880	38113, Colo.		1, 700 00	do	8, 006 25	May 1, 1879	May 12, 1879	Do.
	32372, Kans.		1, 894 00	do	8, 060 00	May 6, 1879	May 15, 1879	H. N. Warren.
	38140, Colo.		1, 532 25	do	2, 766 85	May 9, 1879	May 19, 1879	J. R. Miner.
	46202, Cal.		2, 370 00	do	3, 666 92	May 16, 1879	June 1, 1879	M. V. Nichols.
	46219, Cal.		1, 246 00	do	2, 336 25	May 16, 1879	June 1, 1879	Do.
	30162, La.		11, 700 00	do	28, 561 00	July 15, 1879	Aug. 1, 1879	B. H. Peterson.
	30183, La.		9, 380 00	do	12, 987 00	July 16, 1879	Aug. 1, 1879	J. R. Price.
	31542, Tex.		630 00	do	3, 000 00	July 27, 1879	Aug. 1, 1879	C. Andrews.
	31148, Tex.		8, 199 00	do	20, 204 00	July 16, 1879	Aug. 1, 1879	J. R. Price.
	31466, Tex.		1, 374 00	do	1, 068 00	Aug. 2, 1879	Sept. 1, 1879	Brooks & Tarver.
	31489, Tex.		1, 586 00	do	3, 434 00	Aug. 2, 1879	Sept. 1, 1879	B. W. Brady.
	33098, Kans.		1, 115 38	do	3, 316 00	Aug. 2, 1879	Sept. 1, 1879	N. C. Howard.
	35015, Dak.		8, 817 80	do	446 11	Sept. 2, 1879	Sept. 15, 1879	G. H. Hughes.
	35068, Dak.		10, 376 54	do	3, 680 10	July 10, 1879	Aug. 1, 1879	J. W. Dorney.
	35071, Dak.		630 00	do	8, 556 10	July 10, 1879	Nov. 1, 1879	J. W. Parker.
	37110, Wyo.		10, 507 25	do	1, 245 00	June 10, 1879	Aug. 1, 1879	V. W. Parker.
	38156, Colo.		1, 703 65	do	64, 251 21	June 11, 1879	Aug. 1, 1879	Patrick & Brown.
	38135, Colo.		876 80	do	10, 549 51	June 12, 1879	July 1, 1879	J. W. Dorney.
	38134, Colo.		398 00	do	2, 630 40	June 26, 1879	July 14, 1879	J. R. Miner.
	38114, N. Mex.		3, 500 00	do	5, 432 00	July 8, 1879	July 14, 1879	Do.
	39116, N. Mex.		1, 760 00	do	21, 000 00	June 4, 1879	July 1, 1879	W. W. Huddings.
	40101, Ariz.		18, 500 00	do	10, 560 00	July 11, 1879	July 15, 1879	Do.
	40109, Ariz.		2, 902 17	do	39, 775 00	July 10, 1879	Aug. 1, 1879	J. A. Walsh.
	40106, Ariz.		1, 717 00	do	10, 794 16	July 16, 1879	July 21, 1879	V. W. Parker.
	41119, Utah		3, 504 00	do	5, 472 93	Aug. 2, 1879	Aug. 11, 1879	J. R. Price.
	42110, Idaho.		720 00	do	18, 719 22	July 8, 1879	Aug. 1, 1879	J. M. Peck.
	44140, Oreg.		2, 324 93	do	1, 920 00	June 24, 1879	July 14, 1879	S. S. Huntley.
				do	14, 498 10	June 26, 1879	July 14, 1879	J. M. Peck.

46132, Nev	Wells to Hamilton	10,700 00	do	16,000 00	July 23, 1879	Aug 1, 1879	O. J. Salisbury.
46132, Cal	Julian to Colton	1,183 00	do	5,846 00	June 24, 1879	July 14, 1879	J. M. Peck.
31446, Tex	Weatherford to Fort Griffin	3,771 16	do	1,885 58	Aug. 7, 1880	Aug. 16, 1880	W. M. Bolts.
31132, Tex	San Antonio to Frio Town	2,640 00	do	1,320 00	Sept. 21, 1880	Oct. 1, 1880	Clark & Dyer.
13106, N C	Elizabeth City to Norfolk	1,647 00	do	823 50	Sept. 27, 1880	Oct. 1, 1880	J. F. Logan.
24190, Nebr		3,769 30	do	1,782 88	Dec. 8, 1880	Jan. 1, 1881	G. Berry.
31808, Tex		1,843 89	do	921 84	Jan. 15, 1881	Feb. 1, 1881	F. C. Armstrong.
31501, Tex		900 00	do	450 00	Feb. 7, 1881	Mar. 1, 1881	J. Blackman.
33122, Kans		3,216 00	do	1,500 00	Feb. 9, 1881	Mar. 15, 1881	S. P. Wheeler.
46210, Cal	City	4,490 00	do	2,619 16	Feb. 21, 1881	Feb. 22, 1881	G. Allman.
46211, Cal		2,097 00	do	2,446 60	Feb. 25, 1881	Mar. 1, 1881	Do.

Year ending June 30, 1881.

**Period extends to April 30, 1881.**

Part for increased number of trips.

*Supplement to statement of expedited star service, showing contract terms and date of advertisement of part of the above-named routes.*

Route.	Terminals.	Annual pay.	Pay for expedition.	Order dated.	Order took effect.	Advertisement dated.	Contract term.	Contractor.
14773, Cal.	ithole supply).	\$142,851 00	\$45,945 00	June 8, 1872	July 1, 1872	Sept. 30, 1909	July 1, 1870, to June 30, 1874	B. Barlow.
46129, Cal.		17,345 00	0,519 00	June 3, 1874	July 1, 1874	Oct. 1, 1873	July 1, 1874, to June 30, 1878	C. H. Cotten.
46253, Cal.		4,000 00	13,253 32	June 25, 1878	July 1, 1878	Nov. 1, 1877	July 1, 1878, to June 30, 1882	C. W. Foster.
33144, Colo.	Port Garland to Santa Fe (with side supply).	5,337 11	9,600 05	June 26, 1878	July 1, 1878	Nov. 1, 1877	July 1, 1878, to June 30, 1882	Do
37110, Wyo.		10,507 25	04,251 21	June 11, 1879	July 1, 1879	May 10, 1878	Oct. 1, 1878, to June 30, 1882	Patrick & Brown.
9154, Colo.		1,703 65	10,549 51	June 12, 1879	July 1, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882	J. W. Dorey
9114, N. Mex.		3,500 00	21,000 00	June 4, 1879	July 1, 1879	May 10, 1878	Oct. 1, 1878, to June 30, 1882	W. W. Giddings.
31542, Tex.		830 00	3,990 00	June 27, 1879	July 1, 1879	Sept. 2, 1878	Jan. 1, 1879, to June 30, 1882	C. Andrews.
44134, Nebr.		1,170 00	330 00	June 9, 1875	July 1, 1875	Mar. 31, 1874	July 1, 1874, to June 30, 1878	J. Hale.
33135, Colo.		876 80	2,630 40	June 26, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882	J. R. Minor.
33134, Colo.	Pueblo to Rosta	368 00	5,432 00	July 8, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882	Do.
22110, Idaho	Placerville to Falk's Store	720 00	1,920 00	June 24, 1879	July 14, 1879	May 10, 1878	Oct. 1, 1878, to June 30, 1882	S. S. Huntley
44140, Oreg.		2,324 93	14,466 10	June 26, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882	J. M. Peck.
46132, Cal.		1,188 00	5,346 00	June 24, 1879	July 14, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882	Do.
11119, Utah		3,504 00	12,718 22	July 8, 1879	Aug. 1, 1879	Nov. 1, 1877	July 1, 1878, to June 30, 1882	Do.

G.—Table showing the weight of the mails, the speed with which they are conveyed, the annum on railroad routes in States in which the contract term expired June 30, 1882; readjustment of the pay in accordance with the acts of March 3, 1873, July 12, 1876, and

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; r. p. o., railway q. l., quadruple line; l., lines or line; m., miles; r. a., route agent. A number followed by an asterisk to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	N. J ..	7004	.....	New York, Philadelphia....	Pennsylvania Railroad .....	Miles. 89.54	33
2	N. Y..	6011	.....	New York, Buffalo .....	New York Central and Hudson River Railroad.	442	35
3	Pa .....	8001	.....	Philadelphia, Pittsburgh ...	Pennsylvania Railroad .....	353	30
4	N. Y..	6052	.....	Buffalo, Elyria.....	Lake Shore and Michigan Southern Railway.	209.26 .....	
5	N. Y..	6052	.....	Millbury, Toledo .....	do .....	8	.....
5a	Conn ..	5005	.....	New York, Springfield .....	New York, New Haven and Hartford Railroad.	135.59	28
6	N. Y..	6052	.....	Elkhart, Chicago .....	Lake Shore and Michigan Southern Railway.	101.02 .....	
7	Ohio ..	21007	.....	Elyria, Millbury .....	do .....	74.86 .....	
8	N. Y..	6052	.....	Buffalo, Chicago .....	do .....	540.28 .....	
9	Ohio ..	21045	.....	Toledo, Elkhart .....	do .....	134.35 .....	
10	Mass ..	3025	.....	Boston, Albany.....	Boston and Albany Railroad..	202.06 .....	
11	N. Y..	6052	.....	Elyria, Millbury.....	Lake Shore and Michigan Southern Railway.	79.30 .....	
12	Neb ..	34001	.....	Union Pacific Transfer to Ogden City.	Union Pacific Railway.....	1,034.08 .....	
13	N. Y..	6052	.....	Toledo, Elkhart .....	Lake Shore and Michigan Southern Railway.	142.70 .....	
14	Cal ...	46001	.....	San Francisco, Ogden City..	Central Pacific Railroad .....	834.03	20
14a	Conn..	5004	.....	New Haven, New London ..	New York, New Haven and Hartford Railroad.	51.71	27
15	R. I...	4002	.....	Providence, Groton.....	New York, Providence and Boston Railroad.	62.10	28

accommodations for mails and agents, the trips per week, and the rates of pay per mile per and also in other States and Territories, the returns having been obtained with a view to the June 17, 1878.

post-office; apt., apartment; b. c., baggage car; s. l., single line; d. l., double line; t. l., triple line; (\*) shows the equivalent in round trips. The figures in parentheses in the "Remarks" column refer

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
7,101,023	118,350	r. p. o., 60 by 8.7½, 5 l.; 59 by 8.7½, 2 l.; 40 by 8.7½, 1 l.; apt., 14.2 by —, 2½ l. to Trenton, 57 m., 1½ l. res.	107.48*	1,221 80	355 00	60 days in February and March, 1882.	1
5,069,876	84,498	r. p. o., 49.5 by 9, 1 line to Syracuse, 289.5 m.; 49.5 by 9, 1 l.; 60 by 9, 4 l.; 50 by 9, 1 l.; r. a. apt., 15.5 by 8.8, 1 l. to Albany, 142 m.	46.52*	903 74	300 00	164.25 m. at \$270 per m. for r. p. o. 60 days in February and March, 1882.	2
4,933,651	82,227	r. p. o., 60 by 8.7½, 4 l.; 40 by 8.7½, 1 l.; r. a. apt., 15.6 by 9; 1 line between Philadelphia and Harrisburg.	38.64*	867 83	225 00	60 days in February and March, 1882.	3
4,650,274	77,503	r. p. o., 60 by 9, 4 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 17.5 by 9, 1 l.; Cleveland to Elyria, 25.5 m., 40 by 9, 1 l.; \$25 additional from March 9, 1882.	.....	861 84	270 00	25.7 m. at \$275.31 for r. p. o. 60 days in February and March, 1882. Part, residue 5, 6, 11, 13.	4
4,335,294	72,254	r. p. o., 60 by 9, 4 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 17.5 by 9, 1 l.; 40 by 9, 1 l.	.....	796 86	280 62	60 days in Feb. and March, 1882. Part, residue 4, 6, 11, 13.	5
1,563,137	52,103	r. p. o., 55 by 8.8, 2 l.; 54.6 by 8.8, 1 l.; adjuncts, 44 by 8.6, ½ l.; 34.8 by 8.6, ½ l.; 15.6 by 6.6, 1 l., to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 44 by 8.6, ½ l.; 34.8 by 8.6, ½ l., to Springfield, 62.36 m.	61.55*	713 00	199 08	r. p. o. on 62.36 m. at \$135.45. In December, 1881.	5a
3,351,987	55,866	r. p. o., 60 by 9, 4 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 36 by 9, 1 l.	.....	666 05	292 50	60 days in Feb. and March, 1882. Part, residue 4, 5, 11, 13.	6
3,411,241	56,853	r. p. o., 60 by 9, 2½ l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 17.5 by 9, ½ l.	16½*	520 70	140 31	60 days in February and March, 1882.	7
3,141,323	52,355	.....	19.38*	.....	.....	60 days in Feb. and Mar., 1882. See parts 4, 5, 6, 11, 13.	8
1,595,023	26,583	r. p. o., 60 by 9, 3 l.; 50 by 9, ½ l.; 49.5 by 9, ½ l.	13	431.78	160 00	.....	9
1,169,575	38,986	r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 27.11 by 8.6, 2 l.; apt., 15 by 6.	45.11*	420 66	135 00	103.43 m. r. p. o. at \$35. From Nov. 6, 1881, .18 m. decrease.	10
956,116	15,934	r. p. o., 60 by 9, 1½ l.; 17.5 by 9, ½ l.; 40 by 9, 1 l.; \$25 additional from March 9, 1882.	.....	409 55	135 00	60 days in Feb. and March, 1882. Part, residue 4, 5, 6, 13.	11
889,978	29,665	r. p. o., 60 by 9, 1 l.; 51 by 9, 3, 1 l.; to Julesburg, 371 m. (40 feet authorized).	9.7*	382 19	75 00	664.20 m. r. p. o. at \$50. .39 m. decrease.	12
1,927,560	32,125	r. p. o., 60 by 9, 1 l.; 50 by 9, ½ l.; 49.5 by 9, ½ l.; 36 by 9, 1 l.	.....	371 07	132 50	60 days in Feb. and March, 1882. Part, residue 4, 5, 6, 11.	13
684,566	22,818	r. p. o., 55.1½ by 9.5½, f. f., s. l.; 55.1½ by 9.5½ (40 feet authorized) additional to Port Costa, 32 17 m.; apt., 17 by 9 to Sacramento.	8.9*	329 18	75 00	801.86 m. at \$50, r. p. o. .21 m. decrease.	14
310,094	10,336	r. p. o., 55 by 8.8, 1 l.; adjunct, 13.9 by 6.3½, 2 l.	31	306 09	74 00	In December, 1881.....	14a
299,681	9,889	r. p. o., 55 by 8.8, f. f., s. l.; r. a. apt., 15.8½ by 6.9 (av.), f. f., d. l.	32.38*	305 24	50 00	In December, 1881. .47 m. decrease.	15

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
16	Mass .	3035	.....	Boston, Providence .....	Boston and Providence Railroad.	44.19	28
17	Md ...	10003	.....	Baltimore, Wheeling .....	Baltimore and Ohio Railroad..	394.3	29
18	Ohio ..	21002	.....	Pittsburgh, Chicago .....	Pennsylvania Company.....	468.2	28
19	N. Y..	6067	.....	Troy, North Adams .....	Troy and Boston Railroad.....	48.46	28
20	Mass .	3021	.....	Boston, Greenfield .....	Fitchburg Railroad.....	105.71	26
21	Mass .	3022	.....	Greenfield, North Adams .....	do .....	37.12	28
22	W. Va	12002	.....	Grafton, Parkersburgh .....	Baltimore and Ohio Railroad..	104.5	26
23	N. Y..	6001	.....	New York, Dunkirk.....	New York, Lake Erie and Western Railroad.	459.55	av.34
24	Mass .	3034	.....	Boston, Willimantic .....	New York and New England Railroad.	85.8	27
25	N. H..	1001	.....	Concord, Nashua .....	Concord Railroad .....	36.28	.....
26	.....	.....	.....	Vacant .....	.....	.....	.....
27	Kans .	33001	.....	Kansas City, Denver.....	Union Pacific Railway.....	635.05	30
28	N. Y..	6106	.....	Albany, Troy.....	New York Central and Hudson River Railroad.	7.37	25
29	N. Y..	6008	.....	Buffalo, Hornellsville .....	New York, Lake Erie and Western Railroad.	92.72	av.33
30	Miss ..	18001	.....	Canton, Cairo.....	Chicago, Saint Louis and New Orleans Railroad.	344.27	25
31	N. Y..	6109	.....	New Rochelle, Harlem River (n. o.).	New York, New Haven and Hartford Railroad.	11.87	24
31a	N. Y..	6013	.....	Syracuse, Rochester .....	New York Central and Hudson River Railroad.	104	25
32	Cal ...	46010	.....	Lathrop, Goshen (n. o.) .....	Central Pacific Railroad .....	146.35	25
33	Tex ..	31001	.....	Houston, Galveston.....	Galveston, Houston and Henderson Railroad.	50.90	22
34	Tex ..	31006	.....	Longview, Houston.....	International and Great Northern Railroad.	236.23	17
35	Vt....	2002	.....	Windsor, Essex Junction...	Central Vermont Railroad ....	110.13	25
36	N. Y..	6018	.....	Rochester, Niagara Falls ...	New York Central and Hudson River Railroad.	76	35
37	Cal ...	46032	.....	Port Costa, Lathrop .....	Central Pacific Railroad (lessee San Pablo Railroad).	62.23	28½
38	Conn .	5014	.....	New Haven, Willimantic...	Boston and New York Air Line Railroad.	54.62	25
39	Ariz ..	40001	.....	Yuma, Deming .....	Central Pacific Railroad (lessee Southern Pacific Railroad of Arizona).	467.02	22
40	La ....	30001	.....	New Orleans, Canton .....	Chicago, Saint Louis and New Orleans Railroad.	206.58	25
41	Ga....	15009	.....	Savannah, Jacksonville.....	Savannah, Florida and Western Railway.	172.75	26

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r.o.p. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
258,679	8,622	r. p. o., 55 by 8.8, 1 l.; 15 by 6.4, f. f., 2 l.	52.45*	291 56	77 00	In Dec., 1881. From Nov. 6, 1881.	16
1,043,505	17,392	r. p. o., 51.5 by 8.9, 2 l., to Grafton, 293.75 m.; 1 l. thence to Bellaire, 96.36 m.; apt., 17 by 7.6 (av.), a. l.; Harper's Ferry to Martinsburg, 19 m., and Grafton to Benwood Junction, 95.25 m., and d. l. residue to Wheeling, 4.19 m.	27.47*	288 99	80 00	100.55 m. r. p. o. at \$40. 60 days in February and March.	17
1,344,314	22,405	r. p. o., 50 by 8.4, 1 l.; apt., 24 by 8.4, f. f.; s. l. between Crestline and Chicago, 281 m.	33.85*	286 43	25 00	60 days in Feb. and March, 1882. From January 8, 1882.	18
272,190	9,073	r. p. o., 30 by 8.6, f. f., 1 l.; r. a. apt., 16.3 by 7.8½ (av.), f. f., 2 l.	30.18*	271 89	18 75	In Dec., 1881. Pay from Nov. 6, 1881. 1.54 m. decrease.	19
250,460	8,348	r. p. o., 30 by 8.4½ (av.), 1 l.; r. a. apt., 16.3 by 7.8 (av.), 2 l.; r. a. apt., 24 by 6.10 (av.), 1 l.; 49.60 m.; 9 by 6, 1 l.; 36.07 m.	37.55*	266 76	18 75	From Nov. 6, 1881. In December, 1881.	20
217,779	72,259	r. p. o., 30 by 8.4½, 1 l.; 16.3 by 7.8½, f. f., 2 l.	21*	256 50	18 75	From Nov. 6, 1881. In December, 1881.	21
917,645	15,293	r. p. o., 51.5 by 8.9, 1 l.; apt., 21 by —, 1 l.	23½*	253 94	40 00	60 days in Feb. and March, 1882.	22
605,296	10,088	r. p. o., 49.5 by 9.5, 2 l. to Hornellsville, 332 m.; s. l. residue, 127.55 m.	25.98*	215 46	80 00	r. p. o. on 127.55 m., \$40. 60 days in Feb. and March, 1882.	23
249,258	8,308	r. a. apt., 15.2 by 8½ (av.), f. f., 3 l.	28.60*	190 67	.....	In Dec., 1881. From Nov. 6, 1881.	24
234,198	7,806	r. p. o., 41.9 by 8.8, f. f., d. l.; r. a. apt., 22.8 by 6.10, f. f., d. l., 18.26 m.	33*	181 13	40 00	In April, 1881.	25
174,124	5,804	r. p. o., 24 by 9.4, d. l. to Ellis, 302 m.; s. l. residue.	14	170 15	25 00	\$12.50 r. p. o. for 333.05 m.; 5.05 m. decrease.	26
248,669	8,289	in b. c. ....	75	159 89	.....	In April, 1881.	27
248,063	4,134	r. a. apt., 12 by 10; f. f., d. l. to Attica, 31.50 m.; s. l. residue.	25.08*	153 05	.....	1.72 m. increase. 60 days in Feb. and March, 1882.	28
154,041	5,134	r. p. o., 45.2 by 9.4, f. f. c., s. l.	14	149.63	25 00	In April, 1882. Pay from July 1, 1882.	29
104,261	3,475	in b. c. ....	14.40*	148 77	.....	In Dec., 1881. From June 1, 1881.	30
242,854	4,046	r. p. o., 49.5 by 9, 1 l.; r. a. apt. 18 by 9, 1 l.	26.48*	147 06	30 00	60 days in Feb. and March, 1882.	31
99,164	3,305	r. p. o., 55.1½ by 9.5½, f. f., s. l. (40 feet authorized).	9.35*	144 54	25 00	.05 m. increase. ....	31a
87,152	2,905	15.3 by 9, f. f., d. l. ....	20	141 08	.....	.60 m. decrease. ....	32
109,513	3,650	17.11 by 9, f. f., s. l. ....	12.8*	141 08	.....	1.27 m. decrease. In Feb., 1882.	33
131,840	4,394	r. p. o., 1=42 by 9; 1=41.6 by 8.8, f. f., d. l.; r. a. apt. 23.6 by 6.7 (av.), f. f., d. l. 14.13 m.	13.79*	141 07½	50 00	r. p. o., \$50 for 97.2 m. 1.24 m. decrease. Main route branch 260.	34
104,844	3,495	r. a. apt., 20.9 by 8.7, 1 l. ....	25	140 22	.....	In April, 1881. ....	35
96,618	3,220	r. p. o., 55.1½ by 9.5½, s. l. (40 feet authorized).	14.07*	139 37	25 00	.06 m. increase. ....	36
80,528	2,684	r. a. apt., 13.6 by 6.11, f. f., 1 l.	10.41*	139 37	.....	In Dec., 1881. From Nov. 6, 1881. .48 m. increase.	37
81,318	2,710	55.1½ by 9.5½, s. l. ....	7	137 66	.....	248.52 m. from Sep. 20, 1880. 218.50 m. from Nov. 18, 1881.	38
135,576	4,519	45.2 by 9.4, f. f. c., s. l. ....	14	136 80	.....	.15 m. increase. In April, 1882.	39
145,299	4,843	r. p. o., 41.3 by 9.2, f. f. c., 1 l.; 17.3 by 9.2, 1 l.	14	135 95	35 62	75.75 m. at \$132.53. In Feb. and March, 1882.	40
							41



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
42	Tex ..	31007	.....	Palestine, Laredo.....	International and Great Northern Railroad.	414.54	16
43	Colo ..	38006	.....	La Junta, Deming.....	Atchison, Topeka and Santa Fé Railroad.	578.71	25
44	Conn .	5007	.....	Hopewell Junction, Providence.	New York and New England Railroad.	187.58	25
45	Pa .....	8010	.....	Easton, Waverly .....	Lehigh Valley Railroad.....	205.57	25
46	N. H..	1005	.....	Concord, Wells River.....	Boston, Concord and Montreal Railroad.	94.01	27
47	Tex ..	31002	.....	Houston, Uvalde.....	Galveston, Harrisburgh and San Antonio Railway.	310.89	22
48	Tex ..	31003	.....	Houston, Denison.....	Houston and Texas Central Railroad.	337.64	20
49	Colo ..	38019	.....	South Pueblo, Leadville ....	Denver and Rio Grande Railway.	158.92	23
50	Tex ..	31009	.....	Shreveport, El Paso.....	Texas and Pacific Railway....	834.47	16
51	Colo ..	38017	.....	Julesburg, La Salle Station (n. o.).	Colorado Central Railroad ....	151.16	.....
52	Cal ...	46003	.....	Roseville, Redding.....	Southern Pacific Railroad.....	151.74	.....
53	Mass .	3038	.....	Boston, South Braintree ....	Old Colony Railroad .....	11.36	22
54	Mass .	3046	.....	South Braintree, Plymouth .	Old Colony Railroad .....	26.62	22
55	Vt .....	2001	.....	Burlington, Rouse's Point ..	Central Vermont Railroad ....	57.10	25
55a	Mo ...	28018	.....	Mount Pleasant, Saint Peter's.	Saint Louis, Keokuk and Northwestern Railway.	186.75	20
56	Colo ..	38001	.....	Denver, El Mora.....	Denver and Rio Grande Railway.	206.90	23
57	Kans..	33006	.....	Olathe, Ottawa .....	Kansas City, Lawrence and Southern Kansas Railroad.	34.66	21
58	Vt .....	2015	.....	North Bennington, State Line.	Bennington and Rutland Railroad.	1.99	15
59	Cal ...	46028	.....	San Francisco, Sacramento City.	Central Pacific Railroad .....	140.05	23
60	Kans..	33003	.....	Atchison, Waterville .....	Missouri Pacific Railway (Central Branch Division).	100.40	20
61	Kans..	33008	.....	Kansas City, Joplin ...	Kansas City, Fort Scott and Gulf Railroad.	176.05	21
62	Ky ...	20002	.....	Covington, Lexington.....	Kentucky Central Railroad...	99.98	23½
63	Oreg..	44005	.....	The Dalles, Wallula.....	Oregon Railway and Navigation Company.	127.30	15
64	Vt .....	2015	.....	Rutland, Bennington .....	Bennington and Rutland Railroad.	57.60	23
65	Kans..	33022	.....	Greenleaf, Concordia .....	Missouri Pacific Railway (Central Branch Division).	42.05	22
66	N. Y..	6012	.....	Troy, Schenectady.....	New York Central and Hudson River Railroad.	22	25
67	Tex...	31010	.....	Marshall, Texarkana .....	Texas and Pacific Railway ...	72.26	18

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
64,294	2,143	17.11 by 9 f. f., s. l. ....	11.4*	135 95	.....	153.18 m. from Feb. 1, 1882.	42
115,642	3,854	21 by 9.4, f. f., s. l. ....	7	133 38	.....	.91 m. increase.....	43
69,941	2,331	apt., 16.2 by 8.10½ (av.), 2 l. 63.9 m.; 14.7½ by 8.6 (av.), 1 l., 41.3 m.; 14.3 by 6.9, 1 l., 58.5 m.	17.50*	132 53	.....	In Dec., 1881. 40.86 m. extension from Oct. 1, 1881. Pay not fixed on 23.88 m. extension.	44
90,900	3,029	22 by 9.6, 3 l. to Mauch Chunk. 45.5 m.; 2 l. thence to Penn Haven Junction. 7.5 m.; 1 l. residue 152.57 m.	23.38*	132 52½	.....	17.2 m., \$151.93—late route 8075. In Apr. 1881.	45
147,055	2,450	r. p. o., 17 by 6.9, f. f., 1 l., \$9.37; apt. 6.7 by 6.3, 1 l., 51.34 m.	27*	131 41	.....	In Aug. 1881. \$121.41 for 43.01 m., weighings for May and Aug., 1881, combined. From July 1, 1881.	46
38,279	1,275	14.10 by 8.11, f. f., s. l. ....	7	131 67	.....	92.88 m. from Jan. 1, 1882.	47
123,750	4,125	18.8 by 8, f. f., s. l. ....	13	129 96	.....	.19 m. increase.....	48
85,500	2,850	35.9 by 7.8, f. f., s. l. ....	14.5*	129 96	.....	4.58 m. decrease. Formerly branch of 38001.	49
32,173	1,072	20 10 by 9.1½, f. f., d. l. between Marshall and Longview and s. l. residue.	7.7*	129 11	.....	67.10 m. from Aug. 1, 1881; 386.40 from Jan. 1, 1882; 55.50 from April 15, 1881.	50
59,493	1,983	r. p. o., 50.8 by 9.3½ (40 feet authorized).	7	127 40	25 00	From Jan. 2, 1882. 36 m. increase.	51
68,539	2,284	.....	.....	.....	.....	Superseded by second weighing.	52
204,960	6,631	r. p. o., 20.6 by 9.2, f. f., s. l.; r. a. apt., 10 by 6.3, f. f., s. l.	110.87*	123 97	.....	25.91 m. covered by route 3046. Main route; branch (349). In April, 1881.	53
16,059	534	in b. c. ....	20.19*	123 97	.....	Late part of route 3038. In April, 1881.	54
105,470	3,516	r. p. o., 49 by 9, 41.6 by 8.8, 40 feet authorized; d. l. 24.50 m.; r. a. apt. 24 by 6.10 (av.), f. f., d. l. 8.50 m.; 14 by 6.6, f. f., s. l., 24.10 m.	20.32*	123 12	50 00	.05 m. decrease. In April, 1881.	55
41,491	1,398	19.8 by 9, f. f., s. l. ....	12	118 85	.....	47.40 m. from Feb. 1, 1881. In Sept., 1881.	55a
67,013	2,233	35.9 by 7.8; 19 by 7.4, f. f., s. l., to Cucharas, 169.30 m.; no r. a. residue, 37.60 m.	15*	117 99	.....	2.30 m. decrease.....	56
57,143	1,904	21.2 by 9.1½, f. f., s. l. ....	6	117 99	.....	.30 m. increase.....	57
84,183	2,805	16 by 6.11, f. f., s. l. ....	24	117 80	.....	0.14 m. increase: br'ch; main line (64). In April, 1881.	58
50,038	1,667	21.6 by 8.9, f. f., s. l. ....	10.59*	117 14	.....	.01 m. increase.....	59
79,417	2,647	29.2 by 9.4, f. f., s. l. ....	7	112 86	.....	.10 m. decrease.....	60
52,350	1,745	18.1½ by 8.9½, f. f., s. l. ....	9.3*	112 86	.....	.01 m. decrease.....	61
49,672	1,655	13 by 9, f. f., d. l. to Paris; s. l. residue.	17	111 15	.....	In April, 1882.....	62
47,116	1,570	19.2 by 9, f. f., s. l. ....	6	109 44	.....	46.62 m. from Feb. 15, 1880; .81 m. from May 10, 1881.	63
76,125	2,537	16.6 by 11, f. f., s. l. ....	18.25*	107 10	.....	.44 m. increase; main route; branch (58). In April, 1881.	64
67,071	2,235	29.2 by 9.4, f. f., s. l. ....	7	101 75	.....	.08 m. increase.....	65
192,371	6,412	no r. a. ....	24½*	1,017 04½	.....	In April, 1881.....	66
237,177	7,905	24.9 by 9.1½, f. f., d. l. ....	14	100 89	.....	2.40 m. decrease.....	67

G.—Table showing the weight of the mails, the speed with which they are

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
68	Utah..	41003	.....	Ogden City, Butte City .....	Union Pacific Railway.....	417. 27	16
69	Wash..	43008	.....	Walla Walla, Dayton.....	Oregon Railway and Navigation Company.	40	15
70	Oreg..	44001	.....	Portland, Roseburgh .....	Oregon and California Railroad.	198. 88	18
70a	Mass..	3039	.....	South Braintree Junction, Newport.	Old Colony Railroad .....	61. 25	22
71	Utah..	41001	.....	Ogden City, Frisco.....	Utah Central Railway .....	281	av. 17
72	Minn ..	26037	.....	Minneapolis, Benton.....	Chicago, Milwaukee and Saint Paul Railway.	33. 86	20
73	Ark ..	29001	.....	Hopefield, Little Rock.....	Memphis and Little Rock Railroad.	135. 88	19
74	Tex...	31012	.....	Houston, Orange .....	Texas and New Orleans Railroad.	106. 24	20
75	Colo ..	38012	.....	Salida, Gunnison .....	Denver and Rio Grande Railway.	74. 30	15
76	N. J ...	7018	.....	Easton, Metuchen .....	Lehigh Valley Railroad.....	54	34
77	N. Y ...	6022	.....	New York, Chatham .....	New York Central and Hudson River Railroad.	130. 50	30
78	Iowa..	27017	.....	Davenport, Leavenworth...	Chicago, Rock Island and Pacific Railroad.	338. 18	23
79	Iowa..	27017	.....	Cameron, Kansas City .....	do .....	55. 78	25
80	La ....	30003	.....	New Orleans, Cheneyville ..	Morgan's Louisiana and Texas Railroad and Steamship Company.	210. 36	25
81	La ....	30010	.....	Vermillionville, Orange .....	Louisiana Western Railroad..	113. 15	20
82	Kans..	33021	.....	Waterville, Washington ...	Missouri Pacific Railway (Central Branch Division).	20. 62	13
83	Me ...	3	.....	Farmington, Brunswick .....	Maine Central Railroad.....	67. 89	18
84	Colo ..	38007	.....	Denver, Cheyenne .....	Denver Pacific Railway and Telegraph Company.	106. 86	.....
85	Me ...	15	.....	Woolwich, Rockland .....	Knox and Lincoln Railroad...	48. 86	19
86	Tex ..	31007	.....	Palestine, San Antonio.....	International and Great Northern Railroad.	265. 82	19
87	Nev ...	45001	.....	Virginia City, Reno.....	Virginia and Truckee Railroad	52. 61	17
88	Kans..	33026	.....	Concordia, Lenora .....	Missouri Pacific Railway (Central Branch division).	138. 54	20
89	Dak ..	35007	.....	Flandreau, Sioux Falls.....	Chicago, Milwaukee and Saint Paul Railway.	39. 17	21
90	Colo ..	38004	.....	Cucharas, Espanola.....	Denver and Rio Grande Railway.	200. 82	15
91	N. Y ...	6016	.....	Buffalo, Lewiston.....	New York Central and Hudson River Railroad.	29	25

as conveyed, the accommodations for mails and agents, &amp;c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
82,203	2,740	40 by 7.5½, f. f., s. l. ....	7	100 89	.....	193.61 m. from Jan. 1, 1880; 30 32 m. from June 1, 1880; 45.50 m. from Feb. 15, 1881; 68.85 m. from Jan. 10, 1882; .93 m. increase.	68
40,341	1,344	19.6 by 9, f. f., s. l. ....	7	100 04	.....	From Sept. 20, 1881....	69
37,769	1,258	20.5½ by 8.10½, f. f., s. l. ....	8.4*	99 18	.....	.22 m. decrease; superseded by second weighing.	70
40,708	1,356	r. p. o., 20.6 by 9.2, 1 l., apt. 10 by 6.3, 1 l., 23.09 m.; no r. a. residue.	21.42*	99 18	.....	.09 m. increase. In April, 1881.	70a
25,845	861	14.7 by 8.10 to Juab; no r. a. residue, 138 m.	* 8.21*	98 06	.....	\$78.66 for 105.03 m.; \$56.43 for 137.76 m.; routes 41001, 41002, and 41007 consolidated.	71
36,986	1,232	20 by 9, f. f., s. l. ....	6	94 91	.....	From Aug. 1, 1881. In April, 1882.	72
85,523	2,850	22.8 by 8.9, f. f., s. l. ....	7	93 71	.....	1.67 m. increase .....	73
56,308	1,876	13.10 by 8.10, f. f., s. l. ....	7	93 20	.....	.....	74
35,796	1,193	19.4 by 7.4, f. f., s. l. ....	8.5*	93 20	.....	43 m. from August 16, 1881; 32.75 m. from Sept. 20, 1881; 1.45 m. decrease.	75
34,996	1,166	in b. c .....	19	92 34	.....	In December, 1881....	76
38,883	1,295	r. a. apt., 18 by 8.4, 1 l. ....	12.08*	90 63	.....	In April, 1881.....	77
48,439	1,614	22.6 by 9.3, f. f., s. l., 307 m.; no r. a. residue.	6.68*	89 78	.....	\$89.78 for 310.40 m.; pay not fixed on 27.78 m. from December 10, 1881. In Feb., 1882.	78
17,654	588	22.6 by 9.2; no r. a .....	13	.....	.....	From Feb. 15, 1882. In May, 1882; branch; main route, \$89.78 (78).	79
61,710	2,057	14.4 by 9.6, f. f., s. l. ....	7	89 61	.....	33.96 m. from Feb. 8, 1882; 25.39 m. from Mar. 1, 1882; 92.88 m. at \$112.01.	80
52,549	1,751	13.10 by 8, f. f., s. l. ....	7	88 07	.....	.....	81
48,641	1,621	29.2 by 9.4, f. f., s. l. to Greenleaf, 13 m.; residue no r. a.	6.6*	87 21	.....	.12 m. increase .....	82
21,886	729	16 by 6.7, f. f., s. l. 36.36 m.; d. l. 19.73 m.	14.55*	86 95	.....	1.61 m. decrease; \$76.95 for 51 m. In April, 1881.	83
39,538	1,317	r. p. o., 50.8 by 9.3½ (40 feet authorized), 1 l., to La Salle Station, 46.20 m.; r. a. apt. 17.9 by 8.10, f. f., s. l.; no r. a. residue.	10.73*	86 36	25 00	\$25 r. p. o. for 46 m.; .86 m. increase.	84
33,192	1,106	14 by 6.6 (av.), f. f., 2 l. ....	12	86 36	.....	In April and Dec., 1881. From July 1, 1881.	85
76,625	2,554	22.1 by 9.1, f. f., s. l. ....	11.51*	82 94	.....	49.25 m. from Dec. 27, 1880; 32.64 m. from Feb. 16, 1881. In Oct., 1881.	86
52,101	1,736	18 by 5.6, f. f., s. l. ....	7	82 94	.....	.86 m. increase.....	87
34,477	1,149	29.2 by 9.4, f. f., s. l. ....	7	82 94	.....	24.92 m. from Mar. 16, 1882. .39 m. decrease.	88
28,460	948	21 by 9., f. f., s. l. ....	6	82 94	.....	19.50 m. from April 1, 1881; 19.67 m. from Mar. 1, 1882.	89
25,585	852	19.4 by 7.4., f. f., s. l., to Antonito; 109.50 m. No r. a., residue, 91.32 m.	7	82 94	.....	.63 m. increase.....	90
34,796	1,159	In b. c .....	38.51*	82 93½	.....	In April, 1881.....	91

G. — Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
92	N. H.	1006	.....	Groveton, Wells River.....	Boston, Concord and Montreal Railroad.	53.71	22
93	N. Y.	6045	.....	Long Island City, Greenport	Long Island Railroad .....	97.17	23
94	Tex.	31028	.....	Whitesborough, Fort Worth	Texas Pacific and Missouri Pacific Railway.	72.17	18
95	Tex.	31028	.....	Whitesborough, Waco.....	do .....	160.48	18
96	Kans.	33005	.....	Cherryvale, Hunnewell .....	Kansas City, Lawrence and Southern Kansas Railroad.	131.19	21
97	Wis.	25038	.....	Milwaukee, Montfort .....	Chicago and Northwestern Railway.	146.31	23
98	Cal.	46008	.....	Suisun, Napa Junction .....	California Pacific Railroad....	13.01	26
99	N. Y.	6066	.....	Rouse's Point, Canada Line, (n. o.)	Champlain and Saint Lawrence Railroad.	1.20	26
100	Colo.	38008	.....	La Junta, Deming .....	Atchison, Topeka and Santa Fé Railroad.	587.80	30
101	Dak.	35005	.....	Grand Forks, Fargo .....	Saint Paul, Minneapolis and Manitoba Railway.	78.93	20
102	Pa.	8030	.....	Harrisburgh, Martinsburgh.	Cumberland Valley Railroad..	94.63	30
103	Cal.	46014	.....	Goshen (n. o.), Yuma.....	Southern Pacific Railroad ....	490.33	13
104	Cal.	46014	.....	Huron, Yuma.....	do .....	530.52	13
105	N. Mex.	39001	.....	Lamy Station (n. o.), Santa Fé.	Atchison, Topeka and Santa Fé Railroad.	18.03	18
106	Ky.	20020	.....	Cincinnati, Chattanooga ....	Cincinnati, New Orleans and Texas Pacific Railway.	337.50	27
107	Cal.	46011	.....	San Francisco, Cloverdale ..	San Francisco and North Pacific Railroad.	90	22
108	Cal.	46002	.....	San Francisco, Soledad .....	Southern Pacific Railroad ....	142.96	26
109	Kans.	33004	.....	Lawrence, Coffeyville.....	Kansas City, Lawrence and Southern Kansas Railroad.	141.57	21
110	Tex.	31011	.....	Whitesborough, Texarkana.	Texas and Pacific Railway...	173.67	18
111	Minn.	26021	.....	White Bear Lake, Angus ...	Minneapolis and Saint Louis Railway.	275.26 av.	13
112	Kans.	33011	.....	Newton, Arkansas City.....	Atchison, Topeka and Santa Fé Railroad.	78.56	20
113	Kans.	33007	.....	Saint Joseph, Grand Island.	Saint Joseph and Western Railroad.	252.88	20
114	Mo.	28040	.....	Pleasant Hill, Carthage.....	Missouri Pacific Railway .....	115.46	25
115	Kans.	33012	.....	Atchison, Columbus .....	Burlington and Missouri River Railroad.	221.36 av.	16

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds			Dollars.	Dollars.		
87,863	1,464	17 by 6.8, f. f., a. l.; 13.6 by 6.8, f. f., a. l. 12 m.	11.86*	82 08	.....	.41 m. decrease. In Apr. and Aug., 1881, \$92.08 for 28.12 m.	92
75,633	1,260	17.10 by 6.8, f. f., a. l. ....	12	82 08	.....	2.86 m. increase main line; branch (280).	93
26,925	897	39.2 by 9.2, f. f., a. l. ....	7	80 37	.....	In October, 1881 .....	94
23,457	848	16 by 9, f. f., a. l. ....	7	80 37	.....	87.97 m. from Dec. 15, 1881. .34 m. increase.	95
27,929	930	18.2 by 8.9, f. f., a. l., to Wellington 112.70 m.; no r. a. residue, 18.49 m.	6	79 52	.....	.15 m. decrease .....	96
25,657	855	19.2 by 7.2, f. f., a. l. ....	9.3*	78 66	.....	64.60 m. from Oct. 15, 1881. 81.71 m. from Feb. 10, 1882. In April, 1882.	97
9,397	313	No r. a. ....	7	77 81	.....	.01 m. increase .....	98
36,552	1,218	In b. c. ....	6	76 95	.....	1.05 m. decrease. In April, 1881.	99
71,212	2,373	13.3 by 9.1½, f. f., a. l. ....	7	76 10	.....	73.71 m. from Apr. 1, 1880; 67.30 m. from May 20, 1880; 76.07 m. from Oct. 16, 1880; 101.78 m. from Feb. 20, 1881; 52.60 m. from Mar. 18, 1881. In June, 1881.	100
23,912	797	12.4 by 7.2, f. f., a. l. ....	7	76 10	.....	From Apr. 1, 1881; 2.87 m. increase. In May, 1882.	101
38,480	1,282	13.8 by 8.4, f. f., 2 l. ....	15.81*	76 09½	.....	0.56 m. increase. In April, 1881.	102
81,329	2,710	r. p. o. 55.1½ by 9.5½, f. f., a. l. to Los Angeles 241.62 m. (40-foot cars authorized).	7	75 24	.....	\$25 for 241.62 miles. Part.	103
75,382	2,512	55.1½ by 9.5½, f. f., a. l., Goshen to Los Angeles, 241.62 m. (40-foot cars authorized); no r. a. Huron to Goshen, 40.10 m.	7	75 24	.....	\$25 for 241.62 m.; 23 m. increase. From Huron to Goshen 40.10 m., is made a separate route from July 1, 1882.	104
22,381	746	No apt. ....	14	74 39	.....	From April 1, 1880. In June, 1881.	105
74,285	2,476	22 by 9.8, f. f., a. l. ....	16.02*	73 53	.....	In April, 1882 .....	106
34,269	1,142	8 by 6, f. f., a. l. ....	10.8*	73 53	.....	.....	107
38,183	1,272	17 by 9, f. f., a. l. ....	12.51*	73 19	.....	.84 m. decrease .....	108
35,676	1,189	18.2 by 8.9, f. f., a. l., to Cherryvale, 125.10 m.; no r. a. residue, 16.47 m.	6	71 82	.....	.77 m. increase .....	109
29,570	985	16.10 by 9, f. f., a. l. ....	7	71 82	.....	17.09 m. from Sept. 1, 1881; 76 m. increase.	110
19,464	648	av. 14.10 by 9, f. f., a. l., between Minneapolis and Angus, 260.23 m.; no r. a. residue, 15.03 m.	8.25*	71 82	.....	49.78 m. from Feb. 20, 1882. In April, 1882.	111
25,071	835	13.3 by 9.1½, f. f., a. l. ....	8.07*	70 11	.....	.28 m. decrease .....	112
21,675	722	20 by 9.4, f. f., a. l. ....	7	70 11	.....	1.48 m. increase; 226.50 m. at \$56 09, land grant. In Apr., 1882. Terminus changed from Ellwood to Saint Joseph from July 1, 1882.	113
19,046	634	20 by 8.2, f. f., a. l. ....	9.5*	69 26	.....	38.97 m. from Oct. 11, 1880; 30 m. from Apr. 3, 1881; 24.30 m. from Sept. 22, 1881; 22.19 m. from Dec. 23, 1881. In March, 1882.	114
21,622	720	19.6 by 8.6; 8 by 7.6, f. f., a. l.	6	68 40	.....	.06 m. increase .....	115

G.—Table showing the weight of the mails, the speed with which they

					5	Length of route.	Miles per hour.
						Miles.	
116	Dak ..	35001	.....	Sioux City, Yankton ..	Chicago, Milwaukee and Saint Paul Railway.	62.10	20
117	Pa ....	8027	.....	Lancaster, Middletown ..	Pennsylvania Railroad.....	31.64	21
118	Cal ...	46008	.....	Vallejo Junction, Calistoga.	California Pacific Railroad....	43.87	23
119	Tex....	31004	.....	Hempstead, Austin .....	Houston and Texas Central Railroad.	115.22	19
120	N. J ..	7005	.....	Camden, Monmouth Junction.	Pennsylvania Railroad....	53.32	35
121	Kans ..	33030g 33037	.....	Mulvane, Caldwell.....	Atchison, Topeka, and Santa Fe Railroad.	38.30	20
122	Fla ...	16009	.....	Hart's Road, Jacksonville ..	Fernandina and Jacksonville Railroad.	23.27	20
123	Kans ..	33011	.....	Ottawa, Burlington .....	Kansas City, Lawrence and Southern Kansas Railroad.	46.95	20
124	Tex....	31033	.....	Temple, Fort Worth.....	Gulf, Colorado and Santa Fe Railway.	123.30	25
125	N. M ..	33001	.....	Lamy Station (n. o.), Santa Fe.	Atchison, Topeka and Santa Fe Railroad.	16.70	.....
126	Cal ...	46012	.....	Stockton, Milton .....	Stockton and Copperopolis Railroad.	30.69	14
127	Md ...	16007	.....	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge Railroad.	21.11	25
128	Vt ...	2016	.....	Brattleborough, South Londonderry.	Central Vermont Railroad ...	36.15	17
129	Kans ..	33002	.....	Lawrence, Leavenworth ....	Union Pacific Railway.....	32.34	25
130	Va ....	11026	.....	Norfolk, Edenton .....	Elizabeth City and Norfolk Railroad.	74.65	21
131	N. J ..	7026	.....	Sandy Hook, Pemberton Junction.	New Jersey Southern Railroad.	65	30
132	Tex ...	31027	.....	Galveston, Belton.....	Gulf, Colorado and Santa Fe Railway.	228.90	25
133	Kans ..	33015	.....	Junction City, Clyde .....	Junction City and Fort Kearney Railroad.	339.15	21
134	Ark ..	29007	.....	Little Rock, Arkansas City.	Little Rock, Mississippi River and Texas Railway.	112.25	16
135	Tex ..	31006	.....	Bremont, Cisco .....	Houston and Texas Central Railroad.	197.60	18
136	Tex....	31026	.....	Georgetown, Round Rock ..	International and Great Northern Railroad.	16.23	16
137	Minn ..	26035	.....	Barnesville, Moorhead .....	Saint Paul, Minneapolis and Manitoba Railway.	23.40	23
138	Cal ...	46017	.....	Los Angeles, Santa Ana ....	Central Pacific Railroad Co., leases Los Angeles and San Diego Railroad.	35.28	14
139	Va ...	11025	.....	Orange, Gordonsville. ....	Virginia Midland Railway ....	9.79	14
140	Pa ....	8061	.....	Pittsburgh, West Brownsville.	Pennsylvania Railroad .....	54.63	21
141	N. Y ..	6646	.....	Hicksville, Port Jefferson...	Long Island Railroad .....	33.50	23
142	N. M ..	33002	.....	Antonito, Durango .....	Denver and Rio Grande Railway.	171.39	15
143	Ark ..	29003	.....	Argenta, Fort Smith.....	Little Rock and Fort Smith Railway.	167.15	20
144	Nev ..	45002	.....	Palisade, Eureka .....	Eureka and Palisade Railroad.	90.85	22

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
16,150	538	12.5 by 7.9, f. f., a. l. ....	6	68 40	.....	.39 m. increase.....	116
44,774	747	r. a. apt., 11 by 8.6, 1 l., 12.15 m., Lancaster to Columbus.	20.30*	67 55	.....	.14 m. increase, 60 days in Feb. and Mar., 1882.	117
19,362	645	10 by 8.10, f. f., d. l. ....	12.71*	67 55	.....	.03 m. decrease.....	118
22,986	766	14.8 by 8, f. f., a. l. ....	13	67 54	.....	.02 m. increase.....	119
19,267	642	11 by 8, f. f., a. l. ....	8.69*	67 54½	.....	Main route; branches, \$46.17, \$38.47½ (197, 371); .24 m. decrease. In April, 1881.	120
22,782	759	13.3 by 9.1½, f. f., a. l. ....	6	66 69	.....	.11 m. increase. (Formerly branch 33011.)	121
16,992	566	no apt.; no r. a. ....	13	66 69	.....	In October, 1881.....	122
13,681	456	18.2 by 8.9, f. f., a. l. ....	6	66 69	.....	.10 m. decrease.....	123
16,577	552	13 by 7, f. f., a. l. ....	7	65 84	.....	99.30 m. from Dec. 1, 1881; 29 m. from Feb. 8, 1882.	124
16,365	545	in b. c. ....	14	65 84	.....	.07 m. increase.....	125
19,228	640	10 by 8.9, f. f., a. l. ....	8.99*	64 98	.....	.09 m. increase.....	126
17,116	570	9.4 by 8.5, f. f., 2 l. ....	15*	64 98	.....	In January, 1882.....	127
15,726	524	in b. c. ....	6	64 98	.....	In April, 1881.....	128
21,458	715	18.2 by 8.9, f. f., a. l. ....	7	64 13	.....	2.71 m. decrease.....	129
15,126	504	6.7½ by 5.9½, f. f., a. l. ....	6	64 13	.....	40.15 m. from July 15, 1881; 27.90 m. from Dec. 20, 1881. In Mar., 1882.	130
5,896	196	8.3 by 6.9, f. f., a. l. ....	6	63 29	.....	In April, 1881. Main route; branch (184); branch (256).	131
20,605	693	13 by 7, f. f., a. l. ....	7	63 27	.....	.10 m. increase.....	132
15,439	514	13.2 by 9.1, f. f., a. l. ....	7	63 27	.....	1.15 m. increase.....	133
14,829	494	14 by 7.3, f. f., a. l. ....	6	63 27	.....	43 85 m from April 1, 1881. In Oct., 1881.	134
20,027	667	14 by 8.8, f. f., a. l. ....	9.9*	62 42	.....	.10 m. decrease; 52.57 m. from July 18, 1881; 47.91 m. from Sept. 26, 1881.	135
15,082	502	no apt. ....	10.50*	62 42	.....	.....	136
14,598	486	no r. a. ....	13	62 42	.....	From April 1, 1881. In May, 1882.	137
27,184	906	8.4 by 6, f. f., a. l. ....	7	61 56	.....	.59 m. increase.....	138
13,755	458	in b. c. ....	9.50*	60 71	.....	In January, 1882.....	139
4,848	161	15 by 8.7, 1 l. ....	12	60 71	.....	\$60.71 for 31.3 m.; 23.32 m. from July 1, 1881, extension from Monongahela City to West Brownsville. Weighed on extension in March and April, 1882, 30 days.	140
32,111	535	13 by 5.9, f. f., a. l. ....	12	60 44½	.....	3 m. decrease. Combined weighings Apr. and Aug., 1881; 20 m. at \$50.44½.	141
28,430	947	19.4 by 7.4, f. f., a. l. ....	7	59 00	.....	22.60 m. from July 1, 1881; 85.20 m. from Aug. 16, 1881; .31 m. decrease.	142
24,705	1 156	18 by 9, f. f., a. l. ....	6	58 83	.....	2.14 m. decrease.....	143
15,022	500	no r. a. ....	7	58 14	.....	.42 m. decrease.....	144



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
145	Nebr.	34010	.....	Fremont, Long Pine .....	Fremont, Elkhorn and Missouri Valley Railroad.	212.71	.....
146	Ill.	23024	.....	Peoria, Evansville .....	Peoria, Decatur and Evansville Railway.	250.53	23
147	Mo.	28036	.....	Fort Scott, Springfield.....	Kansas City, Fort Scott and Gulf Railroad.	105.42	20
148	Dak.	35002	.....	Marion, Chamberlain .....	Chicago, Milwaukee and Saint Paul Railway.	111.88	av16½
149	Mass.	3028	.....	South Framingham, Milford.	Boston and Albany Railroad..	12.31	21
150	Iowa.	27003	.....	Cedar Rapids, Emmitsburgh	Burlington, Cedar Rapids and Northern Railway.	184.05	22
151	Dak.	35011½	35011	Grand Forks, Grafton.....	Saint Paul, Minneapolis and Manitoba Railway.	40.05	20
152	Minn.	26020	.....	Worthington, Salem .....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	101.79	20
153	Tex.	31025	.....	Texarkana, Waco .....	Texas and Saint Louis Railway.	258.79	16
154	Cal.	46022	.....	Davisville, Willows.....	Central Pacific Railway Co. (Lessee Northern Railway).	74.5	25
155	Cal.	46005	.....	Sacramento City, Folsom City..	Sacramento and Placerville Railroad.	22.23	16
156	Kana.	33009	.....	Junction City, Parsons .....	Missouri Pacific Railway .....	157.86	25
157	Minn.	26010	.....	Hastings, Aberdeen .....	Chicago, Milwaukee and Saint Paul Railway.	312.96	17
158	Ark.	29005	.....	Malvern Junction, Hot Springs.	Hot Springs Railroad... ..	25.90	18
159	Nev.	45004	.....	Mound House, Candalaria ..	Carson and Colorado Railroad.	158.96	15
160	Tex.	31013	.....	Jefferson, Greenville....	Missouri Pacific Railway .....	121.46	15
161	Cal.	46029	.....	Niles Junction, San José....	Central Pacific Railroad .....	18.37	30
162	Cal.	46023	.....	Galt, Ione.....	Amador Branch Railway.....	27.79	14½
163	Mich.	24042	.....	Port Huron, Sand Beach....	Port Huron and Northwestern Railway.	71.70	16
164	Nebr.	34008	.....	Valley, Stromsburg .....	Omaha and Republican Valley Railroad.	90.86	.....
165	Oreg.	44002	.....	Portland, Corvallis .....	Oregon and California Railroad.	97.85	14
166	Cal.	46016	.....	San Francisco, Duncan's Mills.	North Pacific Coast Railroad..	80.50	16
167	Colo.	38011	.....	Alamosa, Del Norte .....	Denver and Rio Grande Railway.	31.82	15
168	Colo.	38010	.....	Canon City, West Cliff.....	do .....	31.20	15
169	N. Y.	6093	.....	Long Island City, Sag Harbor.	Long Island Railroad ... ..	99.67	32
170	Pa.	8063	.....	Connellsville, Uniontown...	Baltimore and Ohio Railroad..	12.98	20
171	Nebr.	34003	.....	Omaha, Covington .....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	127.12	14
172	Wash.	43001	.....	Kalama, Carbonado.....	Northern Pacific Railroad, Pacific Division.	139.83	23

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		
20 days, total.	Per day, total.					
Pounds.	Pounds.			Dollars.		
14,746	491	17.9 by 9.6, f. f., a. l. ....	6	58 14	.02 m. increase; 38.92 m. from Sept. 15, 1881; 57.43 m. from Dec. 15, 1881.	145
12,237	441	19.9 by 9.4, f. f., a. l. ....	6	58 14	57.98 m. from Apr. 1, 1881. In Oct., 1881.	146
12,635	422	14 by 9.2, f. f., a. l. ....	6	58 14	28.93 m. from Dec. 1, 1880; 12.34 m. from Dec. 15, 1880; 31.72 m. from Jan. 15, 1881. In Oct., 1881.	147
14,403	480	20.3 by 9.6, f. f., a. l. to Mitchell, 44.39 m. No r. a. residue, 57.43 m.	6	57 29	67.33 m. from Aug. 15, 1881.	148
5,760	191	in b. c. ....	24	57 28½	.01 m. increase. In April, 1881.	149
18,280	609	20 by 9.4, f. f., a. l. ....	6	58 43	Lap from Cedar Rapids to Vinton, 21.21 m.; 28.34 m. from Dec. 20, 1880; 28.86 m. from Jan. 20, 1881; 9.52 m. from Oct. 15, 1881; 47.67 m. from Jan. 15, 1882. In April, 1882.	150
11,981	399	12.4 by 7.2, f. f., a. l. ....	7	56 48	From Feb. 1, 1882; .21 m. increase. In May, 1882.	151
6,279	209	11.9 by 9.4, f. f., a. l. to Sioux Falls, 62.69 m. No r. a. residue, 89.10 m.	6	55 58	38.72 m. from Jan. 20, 1881. In April, 1882.	152
16,516	560	av. 9.8 by 7.7, f. f., a. l. ....	7	54 72	92.41 m. from Sept. 1, 1881.	153
16,198	539	8.11 by 8.9½, f. f. ....	6½*	54 72	9.20 m. at \$45.32; .11 m. increase.	154
11,644	388	6.6 by 6, f. f., a. l. ....	12	54 72	.97 m. decrease	155
24,817	826	15.8 by 7.2, f. f., a. l. ....	6	54 64	.42 m. increase	156
26,688	893	av. 19 by 9, f. f., a. l. ....	6	54 04	110.16 m. from Aug. 15, 1881. In April, 1882.	157
19,136	637	8 by 4, no r. a. ....	14	53 87	.79 m. increase	158
16,896	561	no r. a. ....	7	53 87	160 m. from July 15, 1881; 58.80 m. from Mar. 15, 1882; .16 m. increase.	159
9,891	303	14 by 6, f. f., a. l. ....	6	53 87	.72 m. decrease	160
8,118	270	no r. a. ....	14	53 87	.30 m. increase	161
16,415	547	no r. a. ....	7	53 01	.05 m. decrease	162
15,998	533	8.8 by 5.9, d. l. to Mariette Junction, 14.50 m.; a. l. residue.	8.4*	53 01	In April, 1882	163
13,286	442	12.2½ by 6.10, f. f., a. l. ....	8.5*	53 01	.68 m. increase	164
10,806	360	10 by 8.10, f. f., a. l. ....	6	53 01	47.54 m. at \$42.75; 1.86 m. decrease. Route 44004 consolidated with this route.	165
12,875	429	8 by 6, f. f., a. l. ....	7.30*	52 16	.03 m. increase	166
9,990	338	no r. a. ....	7	52 16	From Aug. 15, 1881, 32 m. increase.	167
10,242	341	no r. a. ....	7	52 16	From Aug. 15, 1881; 2.30 m. decrease.	168
51,488	857	17.9 by 6.8, f. f., a. l. ....	12	51 30	Weighting of April and August, 1881, combined. Route started from Aug. 1, 1881.	169
1,707	57	in b. c. ....	12	51 30	1.28 m. increase. In April, 1882. Branch;	170
17,624	587	11.10 by 9.3, f. f., a. l. ....	6.47*	51 16	.49 m. decrease	171
24,386	812	22.6 by 9, f. f., a. l. to New Tacoma, 105 m. No r. a. residue, 34.83 m.	6	50 61	3.50 m. from Nov. 1, 1881.	172

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
173	Tex ..	31022	.....	Denison City, Gainesville...	Missouri Pacific Railway .....	40. 51	12
174	Minn ..	26020	.....	Worthington, Salem .....	Worthington and Sioux Falls Railroad.	101. 79	20
175	N. H. ..	1007	.....	Wing Road, Fabyan House.	Boston, Concord and Montreal Railroad.	13. 54	24
176	Cal ...	46019	.....	Colfax, Nevada City .....	Nevada County Narrow Gauge Railroad.	23. 09	12
177	Md ...	10012	.....	Clayton, Chestertown .....	Kent County Railroad .....	.....	17
178	Md ...	10012	.....	Clayton, Chestertown .....	.....do .....	32. 73	17
179	Md ...	10012	.....	Clayton, Chestertown .....	.....do .....	33. 67	17
180	Kans ..	33025	.....	Solomon City, Beloit .....	Solomon Railroad .....	57. 83	14
181	Tex ..	31021	.....	Waxahachie, Garrett .....	Central Texas and Northwest-ern Railway.	12. 08	12
182	Mich ..	24049	.....	Saint Clair Junction (n. o.), Saginaw.	Flint and Père Marquette Railroad.	3. 54	10
183	N. Y. ..	6019	.....	Dunkirk, Titusville .....	New York Central and Hud-son River Railroad.	91. 16	22
184	N. J. ..	7026	.....	Manchester, Barnegat .....	New Jersey Southern Railroad	22. 42	25
185	Wis ..	25004	.....	Milton Junction, Shullsburg	Chicago, Milwaukee and Saint Paul Railway.	76. 21	20
186	Utah ..	41008	.....	Echo City, Park City .....	Echo and Park City Railroad .	28. 45	20
187	Kans ..	33030c	33033	Osawatimie, Ottawa .....	Missouri Pacific Railway .....	21. 40	25
188	Cal ...	46009	.....	Marysville, Oroville .....	N. D. Rideout, purchaser Cali-fornia Northern Railroad.	27. 50	20
189	Minn ..	26014	.....	Saint Peter, Watertown ....	Winona and Saint Peter Rail-road.	184. 73	18
190	Cal ...	46031	.....	San Francisco, Santa Cruz ..	South Pacific Coast Railroad..	83. 15	23
191	Ohio ..	21073	.....	Cleveland, Canton .....	Valley Railway .....	60. 39	30
192	Kans ..	33030	.....	Florence, Ellenwood .....	Atchison, Topeka and Santa Fé Railroad.	98. 87	25
193	N. J. ..	7004	.....	Princeton Junction, Prince-ton.	Pennsylvania Railroad .....	3. 37	30
194	Colo ..	38015	.....	Mears, Haumann .....	Denver and Rio Grande Rail-way.	27. 33	15
195	Kans ..	33030	33034	Burlingame, Manhattan .....	Manhattan, Alma and Bur-lingame Railway.	57. 21	15
196	Nebr ..	34003	.....	Omaha, Covington .....	Chicago, Saint Paul, Minne-apolis and Omaha Railway.	127. 61	20
197	N. J. ..	7005	.....	Bordentown, Trenton .....	Pennsylvania Railroad .....	6. 04	18
198	Mo ...	28044	.....	Bigelow, Burlington Junc-tion.	Kansas City, Saint Joseph and Council Bluffs Railroad.	32. 39	24
199	N. Y. ..	6021	.....	Rochester, Charlotte .....	New York Central and Hud-son River Railroad.	9	25
200	Tex ..	31027	.....	Galveston, Belton .....	Gulf Colorado and Santa Fé Railway.	226. 86	25
201	Minn ..	26009	.....	Mendota, Minneapolis .....	Chicago, Milwaukee and Saint Paul Railway.	8. 79	13
202	Cal ...	46007	.....	Woodland, Grafton .....	California Pacific Railroad....	9. 84	22
203	Kans ..	33023	.....	Emporia, Howard .....	Atchison, Topeka and Santa Fé Railroad.	76. 59	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
43,102	1,436	16 by 9, f. f., a. l. ....	7	50 45		.09 m. decrease .....	173
11,610	387	11.10 by 9.3, f. f., a. l. ....	6	50 45		Not weighed on extension from Sioux Falls to Salem; 38.72 m. In June, 1881.	174
39,421	656	13.7 by 6.7, f. f., a. l. ....	24	49 59		Weights for May and August, combined.	175
19,163	638	no r. a. ....	14	49 59		.28 m. decrease .....	176
18,866	628	10 by 6, f. f., 1 l. ....	6	49 59		In Dec., 1881; weighing set aside.	177
16,026	534	r. a. apt., 10 by 6, f. f., 1 l. ....	6	49 59		In January, 1882 .....	178
12,152	405	r. a. apt., 10 by 6, f. f., c. ....	6.5*	49 59		3.59 m. increase. In April, 1881; weighing set aside.	179
11,165	372	16 by 8, f. f., a. l. ....	7	49 59		.93 m. increase .....	180
8,946	298	8 by 8, no r. a. ....	12	49 59		.14 m. increase .....	181
8,820	294	no apt.; no r. a. ....	24	48 74		From March 1, 1882. In April, 1882.	182
12,841	428	12.6 by 6.7, f. f., 1 l. ....	9.62*	48 73½		In April, 1881 .....	183
3,466	114	in b. c. ....	11.81*	48 73½		Branch; main route (131). Branch (256), 2.12 m. from Oct. 15, 1879. In April, 1881.	184
18,427	614	17 by 7.7, f. f., a. l., to Gratiot 64.30 m.; no r. a., residue 11.91 m.	10.8	47 88		33.59 m. from October 20, 1881. In April, 1882.	185
8,314	277	no r. a. ....	14	47 88		.20 m. decrease. From May 2, 1881.	186
6,840	228	16.4 by 8.8, no r. a. ....	6	47 88		.10 m. decrease .....	187
6,402	213	no r. a. ....	7	47 88		2.5 m. decrease .....	188
28,262	942	14.6 by 7.6, f. f., a. l. ....	7.3*	47 88		34.10 m. from August 16, 1879. In August, 1881.	189
20,479	682	8 by 7.6, f. f., a. l. ....	13	47 03		.18 m. decrease .....	190
15,264	508	11.6 by 7.1½, f. f., a. l. ....	12	47 03		In Dec. 1881. From January 1, 1882.	191
11,194	373	13.3 by 9.1½, f. f., a. l. ....	6	47 03		19.76 m. from Nov. 15, 1881; .52 m. increase.	192
10,310	343	in b. c. ....	36	47 03		.17 m. increase. Branch; main route (1), weighing for 30 days. In April, 1882.	193
7,809	260	19 by 7.4, no r. a. ....	7	47 03		19.58 m. from Nov. 25, 1881. 8.25 m. from April 15, 1882.	194
6,826	227	10 by 7, f. f., a. l. ....	6	47 03		.10 m. decrease .....	195
10,299	343	11.4 by 9.3½, f. f., a. l. ....	12	46 17		In Oct., 1881. 16.30 m. from March 1, 1880. 62.96 m. from Jan. 20, 1881.	196
8,628	287	in b. c. ....	18	46 17		Branch (371); main route (120), \$67.54½; .96 m. decrease. In April, 1881.	197
7,509	250	11.4 by 6.6, f. f., a. l. ....	6	46 17		From Dec. 20, 1880. In March, 1882.	198
6,231	207	in b. c. ....	17½*	46 17		In April, 1881 .....	199
14,898	496	13 by 6.10, f. f., a. l. ....	8.04*	45 32		Whole route from Oct. 1, 1881. 37.85 m. from Mar. 15, 1881. In October, 1881.	200
7,403	246	no r. a. ....	12	45 32		Branch; main route, \$74.56, not weigh'd. From Feb. 1, 1881. In April, 1882.	201
1,942	64	no r. a. ....	6	45 32		.70 m. increase .....	202
9,476	315	12 by 7.7, f. f., a. l. ....	6	44 46		.49 m. increase .....	203

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
204	Minn.	26033	.....	Wyoming, Taylor's Falls....	Saint Paul and Duluth Railroad.	21.14	10
205	Ill.	23054	.....	Chicago, Lanark Junction, (n. o.).	Chicago, Milwaukee and Saint Paul Railway.	116.50	25
206	Iowa	27052	.....	Tama, Elmore .....	Chicago and Northwestern Railway.	164.72	14
207	Ohio	21060	.....	Columbia, Hamersville.....	Cincinnati and Portsmouth Railroad.	85	av.15
208	S. C.	14007	.....	Chester, Lincolnton .....	Chester and Lenoir Narrow Gauge Railroad.	65.17	14
209	Kan.	33030b	33032	Jamestown, Burr Oak.....	Missouri Pacific Railway (Central Branch Division.)	33.90	12
210	Ark.	29010	.....	Gurdon, Camden.....	Saint Louis, Iron Mountain and Southern Railway.	34.28	12
211	Mo.	28045	.....	Delta (n. o.), Cape Girardeau.	Cape Girardeau Railway.....	14.81	12
212	Ky.	20027	.....	Ashland, Peach Orchard....	Chattanooga Railway .....	43.39	12
213	Tex.	31006	31032	Mineola, Troup .....	International and Great Northern Railroad.	44.54	16
214	Wash.	43004	.....	Walla Walla, Wallula .....	Walla Walla and Columbia River Railroad.	32.10	15
215	Tex.	31017	.....	Denison City, Mineola.....	Missouri Pacific Railway .....	103.08	20
216	Tex.	31017	.....	do .....	do .....	102.84	20
217	La.	30002	.....	New Orleans, Port Allen....	New Orleans Pacific Railway.	98	19
218	Kans.	33030a	33031	Paola, Leroy Junction (n. o.).	Missouri Pacific Railway .....	61.40	25
219	Mich.	24045	.....	Butter's Junction (n. o.), Manistee.	Flint and Pere Marquette Railroad.	27.02	24
220	Iowa	27034	.....	Sioux City, Sioux Falls .....	Chicago, Milwaukee and Saint Paul Railway.	91.14	20
221	N. Y.	6094	.....	Long Island City, White-stone.	Long Island Railroad .....	12	23
222	Kans.	33017	.....	Florence, Douglas .....	Atchison, Topeka and Santa Fé Railroad.	54.58	15
223	Wash.	43009	.....	Wallula, Pend d'Oreille .....	Northern Pacific Railroad .....	218.69	20
224	Nebr.	34015	.....	Grand Island, Saint Paul ...	Omaha and Republican Valley Railroad.	22.99	.....
225	Iowa	27061	.....	Bethany Junction (n. o.), Albany.	Chicago, Burlington and Quincy Railroad.	47.26	20
226	N. Y.	6015	.....	Buffalo, Lockport.....	New York Central and Hudson River Railroad.	22	30
227	Fla.	16011	.....	Waldo, Ocala .....	Peninsular Railroad .....	47.26	20
228	Tex.	31015	.....	Henderson, Overton .....	International and Great Northern Railroad.	16.57	10
229	Colo.	38002	.....	Brighton, Boulder .....	Denver and Boulder Valley Railroad.	27.69	22
230	Wis.	25028	.....	Hudson, Gunderson.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	124.95	19
231	Wash.	43003	.....	Olympia, Tenino.....	Olympia and Chehalis Valley Railroad.	16.05	16
232	Cal.	46018	.....	Visalia, Goshen.....	Visalia Railroad .....	7.83	10
233	N. J.	7048	.....	Keyport, Freehold.....	Freehold and New York Railway.	14.22	25
234	Nebr.	34012	.....	Columbus, Norfolk .....	Omaha, Niobrara and Black Hills Railroad.	50.74	.....
235	Kans.	33030c	33035	Wellington, Harper.....	Kansas City, Lawrence and Southern Kansas Railroad.	35.89	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
80 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
6,980	232	no r. a .....	6	44 46	.....	From January 20, 1881. In April, 1882.	204
124,880	4,161	r. p. o., 35.5 by 9.5 (none authorized); (av.) 22 by 9.3, f. f., d. l.	12	43 61	.....	27.65 m. from May 20, 1881. In Apr., 1882.	205
16,679	555	12.2 by 7.5, f. f., s. l .....	6.1*	43 61	.....	14.89 m. from August 16, 1881; 34.13 m. from Oct. 15, 1881; 32.08 m. from Feb. 1, 1882. In April, 1882.	206
12,757	425	10.2 by 5.2, f. f., s. l .....	12	43 61	.....	7.65 m. from July 25, 1881; 5.95 miles from Jan. 16, 1882. In May, 1882.	207
8,449	281	11.8 by 6.10, f. f., s. l .....	6	43 61	.....	14.20 m. from May 23, 1881.	208
7,688	256	17.6 by 9.1, no r. a .....	6	43 61	.....	.05 m. decrease .....	209
6,442	214	no apt .....	6	43 61	.....	From December 1, 1881.	210
6,402	213	Locked room .....	18	43 61	.....	In Jan., 1882. From Feb. 8, 1881.	211
6,369	212	10 by 5.6, f. f., s. l .....	6	43 61	.....	31.33 m. from Mar. 16, 1881. 12.06 m. from Feb. 15, 1882. In Mar., 1882.	212
41,815	1,393	23.6 by 9, f. f., s. l .....	7	42 75	.....	.16 m. decrease .....	213
39,378	1,312	19.2 by 9, f. f., s. l .....	6	42 75	.....	.27 m. decrease .....	214
38,526	1,284	50 by 9, f. f., s. l .....	7	42 75	.....	50.01 m. from July 1, 1881. In Oct., 1881.	215
32,407	1,080	50 by 9.2, f. f., s. l .....	7	42 75	.....	.24 m. decrease .....	216
18,463	615	16.10 by 9.2, f. f., s. l .....	6.50*	42 75	.....	32.39 m. from Aug. 1, 1881; 1.29 m. increase.	217
18,112	603	20 by 8.2, f. f., s. l .....	6	42 75	.....	.60 m. increase .....	218
17,104	569	—, f. f., s. l .....	12	42 75	.....	23.81 m. from Jan. 10, 1882. In April, 1882.	219
16,875	545	12 by 7, f. f., s. l .....	6	42 75	.....	22.17 m. from Feb. 2, 1880. In Aug., 1881.	220
14,096	469	in b. c. ....	12	42 75	.....	41.46 m. decrease. Covered by route No. 6093. Main line; branch (286).	221
11,924	397	12 by 7.7, f. f., s. l .....	6	42 75	.....	24.02 m. from Dec. 1, 1881; .19 m. decrease.	222
10,249	341	no r. a .....	7	41 73	.....	170 m. from Sept. 20, 1881; 18 m. from Oct. 20, 1881; 30 m. from Dec. 1, 1881; .69 m. from Jan. 5, 1882.	223
9,004	300	no r. a .....	6	42 75	.....	.37 m. increase .....	224
8,969	298	av. 10.6 by 6.7, f. f., s. l .....	15*	42 75	.....	16.93 m. from Nov. 1, 1881. In June, 1882.	225
8,691	290	in b. c. ....	18	42 75	.....	In April, 1881 .....	226
8,196	273	no apt.; no r. a .....	6	47 88	.....	In Oct., 1881 .....	227
7,882	262	no apt. ....	7	42 75	.....	1.04 m. increase .....	228
7,882	260	no r. a.; no apt. ....	6	42 75	.....	.06 m. decrease .....	229
7,653	255	8 by 6.8; no r. a .....	6	42 75	.....	41.10 m. from Aug. 20, 1881. In April, 1882.	230
7,639	254	no r. a .....	6	42 75	.....	.74 m. increase .....	231
7,809	243	no r. a .....	14	42 75	.....	1.04 m. decrease .....	232
7,001	233	in b. c. ....	16.84*	42 75	.....	.08 m. increase. In July, 1881.	233
7,012	233	9 by 5, f. f., s. l .....	7.09*	42 75	.....	.07 m. increase .....	234
6,633	221	18.2 by 8.9; no r. a .....	6	42 75	.....	.05 m. increase .....	235

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
236	Kans.	33013	.....	Leavenworth, Miltonvale....	Kansas Central Railroad.....	168.02	17
237	Ohio..	21061	.....	Toledo, Dayton .....	Toledo, Delphos and Burling- ton Railroad.	168.65	25
238	Mich.	24020	.....	Toledo, South Lyons.....	Toledo, Ann Arbor and Grand Trunk Railway.	61.91	20
239	Kans.	33029	.....	Downs, Bull's City.....	Missouri Pacific Railway (Central Branch Division).	24.08	20
240	Nebr.	34014	.....	Valparaiso, Lincoln.....	Omaha and Republican Valley Railroad.	20.30	.....
241	Tex..	31023	.....	Houston, Moscow.....	Houston, East and West Texas Railway.	88.50	12
242	Va....	11027	.....	Williamsons, Glenwood.....	Richmond and Alleghany Railroad.	54.97	20
243	Tex..	31030	.....	Dallas, Denton.....	Dallas and Wichita Railway..	37.85	18
244	Ill....	23026	.....	Effingham, Switz City .....	Cincinnati, Effingham and Quincy Construction Co.	91	20
245	N. Y..	6014	.....	Canandaigua, Tonawanda....	New York Central and Hud- son River Railroad.	86	25
246	Kans.	33024	.....	Cherry Vale, Weir.....	Kansas City, Fort Scott and Gulf Railroad.	50.33	15
247	N. Y..	6044	.....	Mineola, Locust Valley.....	Long Island Railroad.....	11.54	22
248	Ill....	23006	.....	Danville, West Liberty.....	Danville, Olney and Ohio River Railroad.	101.11	20
249	Nev..	45003	.....	Battle Mountain, Austin....	Nevada Central Railway.....	94.10	18
250	Cal...	46015	.....	Elmira, Madison .....	Vaca Valley and Clear Lake Railroad.	30.07	15
251	Minn.	26034	.....	Morris, Brown's Valley .....	Saint Paul, Minneapolis and Manitoba Railway.	47.26	15
252	La....	30009	.....	Terre Bonne, Thibodeaux....	Morgan's, Louisiana and Texas Railroad and Steam- ship Company.	6.36	18
253	Iowa..	27046	.....	Des Moines, Jefferson.....	Wabash, Saint Louis and Pa- cific Railway.	67.99	20
254	Pa....	8071	.....	South Penn Junction (n. o.), Richmond Furnace.	Cumberland Valley Railroad.	19.38	24
255	Ark..	29004	.....	Trippe, Monticello.....	Little Rock, Mississippi River and Texas Railway.	42.50	16
256	N. J..	7026	.....	Eatontown, Port Monmouth	New Jersey Southern Rail- road.	9.8	17
257	Mass..	3014	.....	Wakefield, Newburyport...	Boston and Maine Railroad...	30.85	26
258	Kans.	33024	.....	Cherry Vale, Weir.....	Kansas City, Fort Scott and Gulf Railroad.	50.08	16
259	Iowa..	27060	.....	Centreville, Albia.....	Wabash, Saint Louis and Pa- cific Railway.	27.87	20
260	Vt....	2002	.....	Montpelier, Barre .....	Central Vermont Railroad....	7.	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
6,542	218	10.2 by 5.11, f. f., a. l. ....	6	42 75	.....	30.97 m. from Jan. 2, 1882. Not weighed on 18.47 m. Extension from Clay Centre to Miltonvale from May 1, 1882. In April, 1882.	236
6,492	216	6.1 by 5.10, f. f., a. l. ....	12	43 61	.....	In Aug., 1881. From July 1, 1881.	237
6,425	214	10.6 by 7, f. f., a. l. ....	10.4*	42 75	.....	15.76 m. from Nov. 1, 1881. In April, 1882.	238
6,377	212	26 by 8; no r. a. ....	6	42 75	.....	6.27 m. decrease. Route curtailed to begin at Downs from July 1, 1882.	239
6,203	206	no r. a. ....	6	42 75	.....	.35 m. decrease ...	240
6,209	206	6 by 5.9, f. f., a. l. ....	6	42 75	.....	2.04 m. decrease .....	241
6,119	204	11.4 by 8.10 $\frac{1}{4}$ , f. f., a. l. ....	6	42 75	.....	35.90 m. from Mar. 22, 1881; 19.67 m. from April 15, 1881. In Sept., 1881.	242
6,052	201	10.6 by 7.5, f. f., a. l. ....	7	42 75	.....	From Sept. 1, 1881. New.	243
5,910	197	10.6 by 7.4, f. f., a. l. ....	6	42 75	.....	From Mar. 1, 1881. In Sept., 1881.	244
5,890	196	6 by 5.9, 1 l. ....	6	42 75	.....	In April, 1881. ....	245
5,767	192	82 by 5.10 f. f., a. l., between Parsons and Weir; no r. a. residue.	6	42 75	.....	12.63 m. from May 1, 1879, to Feb. 20, 1880; 18.80 m. from Mar. 1, 1881. In Oct., 1881.	246
11,353	189	in b. c. ....	12	42 75	.....	.71 m. decrease. Weighings of April and Aug., 1881, combined.	247
5,596	186	no r. a. ....	6	.....	.....	51.63 m. from Oct. 1, 1881; 49.48 m. from Mar. 25, 1882. In Apr., 1882.	248
5,525	184	no r. a. ....	7	42 75	.....	.09 m. increase .....	249
5,578	185	no r. a. ....	7	42 75	.....	.....	250
5,501	183	no r. a. ....	6	.....	.....	From Apr. 1, 1881. In May, 1882.	251
5,506	183	no r. a. ....	7	42 75	.....	.61 m. increase.	252
5,475	182	14 by 6 11 f. f., a. l. ....	6	42 75	.....	38.91 m. from Feb. 1, 1882. In Apr., 1882.	253
5,352	178	in b. c. ....	6	42 75	.....	.52 m. increase on main route and branch. In Apr., 1881. Main route; branch (353).	254
5,337	177	14 by 7.3. f. f., a. l. ....	6	42 75	.....	From July 1, 1881. In Oct., 1881.	255
5,287	176	a. l. 3.25 m. ....	10.10*	42 75	.....	Branch; main route (131) branch (184). In Apr., 1881.	256
5,314	176	in b. c. ....	18.61*	42 75	.....	Company refuse to furnish apartment. In Apr., 1881.	257
5,248	174	8.4 by 5.10, f. f., a. l. ....	6	42 75	.....	.25 m. decrease .....	258
5,215	173	19 by 8.6, f. f., a. l. ....	6	42 75	.....	16.70 m. from Sept. 1, 1880; 11.17 m. from Mar. 26, 1881. In Oct., 1881.	259
5,185	172	in b. c. ....	18	42 75	.....	.24 m. increase. Branch; main route (35).	260



G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mails.	Length of route.	Miles per hour.
						<i>Miles.</i>	
261	Nebr.	34018	.....	Norfolk Junction (n. o.), Creighton.	Fremont, Elkhorn and Missouri Valley Railroad.	42.50	18
262	Mich.	24025	.....	Marlette Junction (n. o.), East Saginaw.	Port Huron and Northwestern Railway.	79.60	22
263	Kans.	33028	.....	Salina, McPherson.....	Salina and Southwestern Railway.	37.07	14
264	Cal.	46034	.....	Gilroy, Tres Pinos.....	Southern Pacific Railroad....	20.20	20
265	Tex.	31023	.....	Houston, Moscow.....	Houston, East and West Texas Railway.	90.54	12
266	Colo.	38016	.....	Gunnison, Crested Butte....	Denver and Rio Grande Railway.	28.40	15
267	Tex.	31019	.....	Indianola, Cuero.....	Gulf, Western Texas and Pacific Railway.	66.74	16½
268	Wis.	25037	.....	Merillon, Neillsville.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	15.60	14
269	Nebr.	34017	.....	Lost Creek, Albion.....	Omaha, Niobrara and Black Hills Railroad.	34.22	.....
270	N. Mex.	39004	.....	Thorne, El Paso.....	Atchison, Topeka and Santa Fé Railroad.	77.45	25
271	S. C.	14013	.....	Chester, Lancaster.....	Cheraw and Chester Railroad.	30.2	15
272	Kans.	33020	.....	Girard, Joplin.....	Joplin Railroad.....	38.60	20
273	Tex.	31006	31084	Phelps, Huntsville.....	International and Great Northern Railroad.	8.51	7
274	Wis.	25039	.....	Mazo Manie, Prairie du Sac.	Chicago, Milwaukee and Saint Paul Railway.	10.23	12
275	Ark.	29008	.....	Helena, Forest City.....	Helena and Iron Mountain Railroad.	43.90	11
276	Colo.	38013	.....	Leadville, Wheeler.....	Denver and Rio Grande Railway.	24.50	15
277	Fla.	16008	.....	Volusia, Leesburgh.....	Saint John's and Lake Eustis Railway.	54.75	15
278	Minn.	26029	.....	Lake Crystal, Elmore.....	Blue Earth Branch of the Saint Paul and Sioux City Railroad.	43.54	20
279	Minn.	26029	.....	.....do.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	43.45	15
280	N. Y.	6045	.....	Mincola, Hempstead.....	Long Island Railroad.....	2.50	21
281	Iowa	27063	.....	Avoca, Carson.....	Chicago, Rock Island and Pacific Railroad.	17.61	12
282	Dak.	35010	.....	Huron, Ordway.....	Chicago and Northwestern Railway.	91.55	10
283	Colo.	38009	.....	Poncho Springs, Maysville..	Denver and Rio Grande Railway.	7.23	15
284	Kans.	33027	.....	Yuma (n. o.), Talmage.....	Missouri Pacific Railway, Central Branch Division.	30.86	10
285	Nebr.	34013	.....	Beatrice, Marysville.....	Omaha and Republican Valley and Marysville and Blue Valley Railroad.	38.58	.....
286	N. Y.	6094	.....	White Stone Junction, Great Neck Station (n. o.).	Long Island Railroad.....	7.71	25
287	Pa.	8080	.....	Mechanicsburgh, Dillsburgh	Cumberland Valley Railroad..	8.85	15
288	Mo.	28042	.....	Sedalia, Warsaw.....	Sedalia, Warsaw and Southern Railway.	42	14

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r.p.o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
5,166	172	10 by 7.6., f. f., a. l. ....	6			From Sept. 1, 1881 .....	261
5,003	166	9.6 by 5.9., f. f., a. l. ....	12			33.56 m. from Mar. 1, 1881; 13.91 m. from Nov. 1, 1881; 12.53 m. from Dec. 20, 1881; 19.60 m. from Mar. 20, 1882. In Apr., 1882.	262
5,001	166	20.6 by 9.4, f. f., a. l. ....	7	42 75		.50 m. increase. In Apr., 1882.	263
4,949	164	no r. a. ....	7	42 75		.38 m. increase. Formerly branch 46002.	264
4,932	164	9.1½ by 7.4½, f. f., a. l. ....	6	42 75		34.54 m. from July 1, 1881. In Oct., 1881.	265
4,858	161	19 by 7.4, no r. a. ....	7			.33 m. increase. From Jan. 2, 1882.	266
4,770	159	no apt. ....		42 75		.06 m. decrease. ....	267
4,653	155	no r. a. ....	12			From Sept. 1, 1881. In Apr., 1882.	268
4,645	154	9 by 5, f. f., a. l. ....	6			.06 m. increase. From Apr. 15, 1881.	269
4,576	152	no r. a. ....	7			83.85 m. from July 1, 1881; 43.46 m. from Nov. 1, 1881; .14 m. increase.	270
4,549	151	8 by 7, a. l. ....	6	42 75		8.1 m. from Feb. 14, 1881. In Oct., 1881.	271
4,556	151	14 by 7, f. f., a. l. ....	7	42 75		1.39 m. increase. ....	272
4,524	150	no apt. ....	14	42 75		.49 m. decrease. ....	273
4,450	148	no r. a. ....	6	42 75		From Feb. 10, 1882. In Apr., 1882.	274
4,467	148	8 by 7, f. f., a. l. ....	6	42 75		16.75 m. from Dec. 26, 1881.	275
4,337	144	no r. a. ....	7			18.75 m. from Aug. 16, 1881; 5.75 m. from Mar. 16, 1882.	276
4,333	144	no apt.; no r. a. ....	6			In Oct., 1881. ....	277
4,272	142	11.10 by 9.3, f. f., a. l. ....	6	42 75		From Nov. 17, 1879. Not weighed on extension from Blue Earth City to Elmore, 8.94 m. In June 1881.	278
4,233	141	8 by 6.6, f. f., a. l. ....	6	42 75		8.94 m. from Sept. 1, 1881. In Apr. 1882.	279
8,418	140	in b. c. ....	18	42 75		Branch; main route (93) and (313).	280
4,116	136	no r. a. ....	6			From Dec. 20, 1880. In Feb., 1882.	281
4,087	136	no r. a. ....	6			40.87 m. from Sept. 1881; 50.68 m. from Nov. 10, 1881.	282
4,068	135	no r. a. ....	7			12.50 m. from July 11, 1881, curtailed to commence at Poncho Springs, July 1, 1882.	283
4,029	134	18 by 9.1; no r. a. ....	6	42 75		5.22 m. decrease. 4.34 m. decrease. Curtailed to commence at Yuma, n. o.	284
4,018	133	no r. a. ....	6	42 75		.29 m. increase. ....	285
4,085	133	in b. c. ....	6	42 75		Branch; main line (221).	286
3,958	132	in b. c. ....	12*	42 75		In Apr., 1881. ....	287
3,950	132	in b. c. ....	6	42 75		From Nov. 22, 1880. In Sept., 1881.	

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Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
289	Me ...	20	.....	Farmington, Phillips.....	Sandy River Railroad.....	18.25	12
290	Mass ..	3060	.....	Milford, Ashland .....	Providence and Worcester Railroad.	11.93	21
291	Tex....	31014	.....	Columbus, La Grange.....	Galveston, Harrisburgh and San Antonio Railway.	31.61	15
292	Mo ...	28041	.....	Pleasanton, Carbon Centre..	Kansas City, Fort Scott and Gulf Railroad.	29.21	15
293	Pa.....	8070	.....	Rockwood, Johnstown .....	Somerset and Cambria Railroad.	45.37	19
294	Mass ..	3017	.....	Lowel, Lawrence .....	Boston and Lowell Railroad Corporation.	14.25	20
295	Iowa ..	27062	.....	Mount Zion, Keosauqua.....	Chicago, Rock Island and Pacific Railway.	5.02	15
296	Iowa ..	27071	.....	Carroll City, Kirkman .....	Chicago and Northwestern Railway.	34.99	17
297	Ind ...	22039	.....	Fort Branch, Cynthiana.....	Evansville and Terre Haute Railroad.	14.70	.....
298	Mich ..	24033	.....	Lenox, Pontiac.....	Michigan Air Line Railway...	36.83	23
299	Mich ..	24050	.....	Buchanan, Berrien Springs..	Saint Joseph Valley Railroad.	11.03	15
300	Tex....	31031	.....	Dallas, Kaufman.....	Texas Trunk Railway .....	36.25	18
301	Nebr ..	34007	.....	Coburn Junction (n. o.), Ponca.	Chicago, Saint Paul, Minneapolis and Omaha Railway.	16.37	14
302	Cal ...	46035	.....	Peters, Oakdale.....	Stockton and Copperopolis Railroad.	19.13	13
303	Tex....	31014	.....	Columbus, La Grange.....	Galveston, Harrisburgh and San Antonio Railway.	31.61	22
304	Conn ..	5020	.....	Turnerville, Colchester .....	Boston and New York Air Line Railroad.	4.60	14
305	La.....	30004	.....	Terre Bonne, Houma.....	Morgans' Louisiana and Texas Railroad and Steamship Co.	15.85	18
306	Colo ..	38018	.....	Malta, Red Cliff.....	Denver and Rio Grande Railway.	27	15
307	Ohio ..	21065	.....	Delphos, Kokomo .....	Toledo, Delphos and Burlington Railway.	108.32	23
308	Me ...	21	.....	Lewiston, South Auburn....	Grand Trunk Railway .....	5.85	22
309	Ga.....	15033	.....	Talbotton, Bostick .....	Talbotton Railroad .....	7.20	15
310	Tex....	31029	.....	Beaumont, Woodville .....	Sabine and East Texas Railway.	55.75	14
311	Iowa ..	27059	.....	Menlo, Guthrie Centre.....	Chicago, Rock Island and Pacific Railway.	14.78	15
312	N. Y..	6023	.....	Golden's Bridge, Mahopac..	New York Central and Hudson River Railroad.	7.50	25
313	N. Y..	6045	.....	Stewart Junction (n. o.), Babylon.	Long Island Railroad.....	20.50	35
314	Cal ...	46013	.....	Wilmington, Los Angeles...	Southern Pacific Railroad ....	23.76	15½
315	Cal ...	46024	.....	West Oakland, Berkeley ....	Central Pacific R. R. Co. (lessee Berkeley Branch Railroad).	5.78	23
316	Md ...	10015	.....	Newtown Junction (n. o.), Pocomoke City.	Peninsula Railroad .....	9.75	25
317	Dak ..	35004	.....	Grand Forks, Larimore.....	Saint Paul, Minneapolis and Manitoba Railway.	28.12	15
318	Dak ..	35008	.....	Egan, Howard .....	Chicago, Milwaukee and Saint Paul Railway.	46.43	13



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Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
319	Iowa..	27068	.....	Newburg, State Centre .....	Grinnell and Montezuma Railroad.	26.88	14
320	Mass .	8059	.....	Milford, Bellingham.....	Providence and Worcester Railroad.	4.10	.....
321	Ill ....	23068	.....	Peoria, Farmington .....	Peoria and Farmington Railway.	24.85	12
322	Cal ...	46030	.....	Monterey, Castroville.....	Monterey Railroad .....	16.57	27
323	Ky ...	20026	.....	Shelbyville, Taylorsville ...	Louisville and Nashville Railroad.	16.13	15
324	Utah .	41005	.....	Salt Lake City, Stockton ...	Utah and Nevada Railway....	40.50	12
325	Dak ...	35003	.....	Breckenridge, Durbin .....	Saint Paul, Minneapolis and Manitoba Railway.	47.98	15
326	Cal ...	46021	.....	Santa Cruz, Pajaro.....	Santa Cruz Railroad .....	22.20	20
327	Minn .	26038	.....	Minneapolis, Winthrop.....	Minneapolis and Saint Louis Railway.	71.10	11
328	N. M..	39005	.....	El Paso, Deming .....	Central Pacific Railroad Co. (lessees Southern Pacific Railroad of New Mexico.)	88.72	.....
329	Tenn .	19016	.....	Dickson, Graham.....	Nashville and Tuscaloosa Railroad.	21	.....
330	Minn .	26030	.....	Luverne, Doon.....	Chicago, Saint Paul, Minneapolis and Omaha Railway.	28.95	.....
331	Iowa..	27067	.....	Humeston, Grand River.....	Humeston and Shenandoah Railroad.	28.92	10
332	Ga ...	15032	.....	Suwanee, Lawrenceville....	Lawrenceville Branch Railr'd.	9.9	15
333	Pa ....	8058	.....	Jeddo, Freeland .....	Lehigh Valley Railroad.....	3.24	25
334	Md ...	10021	.....	Edgemont, Chambersburgh.	Western Maryland Railroad..	21.90	22
335	Iowa..	27054	.....	Atlantic, Griswold.....	Chicago, Rock Island and Pacific Railway.	14.88	15
336	Ga....	15024	.....	Columbus, Hood.....	Columbus and Rome Railroad.	32.70	15
337	Wis ...	25018	.....	Eland, Summit Lake.....	Milwaukee, Lake Shore and Western Railroad.	37.77	20
338	Ga ...	15035	.....	Roswell Junction (n. o.), Roswell.	Roswell Railroad .....	11	15
339	Cal ...	46033	.....	Black Diamond, Nortonville.	Black Diamond Coal Mining Co	6.26	15
340	Mass .	3048	.....	Yarmouth Junction (n. o.), Hyannis.	Old Colony Railroad.....	3.36	21
341	Ills ...	23067	.....	Havana, Fairview .....	Fulton County Narrow-Gauge Railway.	29.69	12
342	Pa.....	8063	.....	Broad Ford, Mount Pleasant	Baltimore and Ohio Railroad..	10.45	15
343	Ark ...	29008	.....	Helena, Marianna .....	Iron Mountain and Helena Railroad.	27.15	13
344	Kans .	33014	.....	Lawrence, Carbondale .....	Carbondale Branch of the Kansas Pacific Railway.	32.25	11
345	Pa ....	8083	.....	Bellefonte, Snow Shoe .....	Pennsylvania Railroad.....	22.25	12
346	Ark...	29006	.....	Brinkley, Cotton Plant .....	Cotton Plant Railway .....	11.09	10
347	La ....	30006	.....	Clinton, Port Hudson .....	Clinton and Port Hudson Railroad, T. B. Lyons and D. W. Pipes, owners.	21.83	9

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
2,734	91	no r. a.....	6			From Sept. 15, 1881. In April, 1882.	319
2,729	91	in b. c.....	12	42.75		In April, 1881.....	320
2,713	90	no r. a.....	12			From Dec. 20, 1881. In April, 1882.	321
2,680	89	no r. a.....	7	42.75		7 m. decrease. Terminus changed from Salinas to Castroville. From July 1, 1882.	322
2,679	89	8.4 by 7.10, f. f., a. l.....	12			From Mar. 1, 1881. In October, 1881.	323
2,669	88	no r. a.....	6	42.75			324
2,619	87	17.10 by 8.9, f. f., a. l.....	6			From April 1, 1881, .11 m. increase. In May, 1882.	325
2,607	87	no r. a.....	7	42.75		.19 m. decrease.....	326
2,594	86	7.4 by 7, f. f., a. l.....	6			From Feb. 1, 1882. In April, 1882.	327
2,567	85	.....	7			From Aug. 15, 1881, .07 m. decrease.	328
2,505	83	no apt.....	6			In March, 1882.....	329
2,436	81	no r. a. apt.....	6			From Nov. 17, 1879. In October, 1881.	330
2,298	76	no r. a.....	6			18.51 m. from Sept. 1, 1881; 10.41 m. from Dec. 1, 1881. In April, 1882.	331
2,279	75	in b. c.....	6			In October, 1881.....	332
2,193	73	in b. c.....	12			From July 1, 1881.....	333
2,205	73	in b. c.....	12			14.25 m. from Sept. 2, 1881; Waynesborough to Chambersburg. In Apr., 1882.	334
2,165	72	no r. a.....	12			9.34 m. from March 10, 1880; 5.54 m. from October 18, 1880. In February, 1881.	335
2,166	72	in b. c.....	6	42.75		7.6 m. from June 16, 1880. In Aug., 1881.	336
2,152	71	no r. a.....	6			11.18 m. from April 20, 1881; 9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch. Main route and branch not weighed. In Apr., 1882.	337
1,987	66	no apt.....	6			In March, 1882.....	338
1,966	65	no r. a.....	15.57*			From May 10, 1881....	339
1,955	65	in b. c.....	12			Part of route 3041. In April, 1881.	340
1,964	65	in b. c.....	6			From Nov. 1, 1880. In February, 1881.	341
1,935	64	in b. c.....	6	42.75		1.06 m. increase. In April, 1882. Branch; (170) main route not weighed.	342
1,900	63	no apt.; no r. a.....	6			In October, 1881.....	343
1,881	62	13.1 by 8.11; no r. a.....	6	42.75		.48 m. decrease. In Apr., 1882.	344
1,881	62	in b. c.....	12			From Aug. 15, 1881. In Mar. and Apr., 1882.	345
1,878	62	no apt.; no r. a.....	6	42.75		30 days. .03 m. increase.....	346
1,888	62	no apt.....	6	42.75		.93 m. increase.....	347

G.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
348	Ind ...	22031	.....	Attica, Yeddo.....	Chicago and Block Coal Railroad.	21.32	.....
349	Mass ..	3038	.....	Atlantic, West Quincy.....	Old Colony Railroad .....	3.66	18
350	Pa .....	8079	.....	Wilkes Barre, Scranton.....	Central Railroad of New Jersey	19.85	25
351	Miss ..	18011	.....	Greenville, Arcola .....	Greenville, Columbus and Birmingham Railroad.	22.38	12
352	Utah..	41004	.....	Sandy, Bingham Canyon ....	Denver and Rio Grande Western Railway.	17.42	12
353	Mich ..	24046	.....	Mears, Hart.....	Chicago and West Michigan Railway.	3.91	10
354	Iowa..	27064	.....	Fort Madison, West Point ..	Fort Madison and Northwestern Railway.	11.74	15
355	Pa .....	8071	.....	Mercersburgh Junction (n. o.), Mercersburgh.	Cumberland Valley Railroad..	2.58	24
356	N. Y ..	6020	.....	Thirtieth Street, New York City, Spuyten Duyvil.	New York Central and Hudson River Railroad.	10	25
357	Mass ..	3006	.....	Franklin, Valley Falls .....	New York and New England Railroad.	14.4	14
358	Pa .....	8026	.....	Strasburgh, Leaman Place ..	Strasburgh Railroad, Isaac Phenegar, lessee.	5.40	20
359	Wash.	43002	.....	Seattle, New Castle .....	Seattle and Walla Walla Railroad.	20.28	12
360	Cal ...	46020	.....	Los Angeles, Santa Monica ..	Los Angeles and Independence Railroad.	19.50	18
361	Miss ..	16006	.....	Grand Gulf, Port Gibson.....	Grand Gulf and Port Gibson Railroad.	7.81	20
362	Mass ..	3010	.....	Wakefield, Peabody.....	Eastern Railroad .....	8.02	20
363	Minn ..	26036	.....	Junction, Cloquet.....	Saint Paul and Duluth Railroad.	6.08	.....
364	Utah..	41009	.....	Provo City, Scofield .....	Denver and Rio Grande Western Railway.	59.30	10
365	Wis ..	25036	.....	Janesville, Beloit .....	Chicago, Milwaukee and Saint Paul Railway.	15.96	22½
366	Utah..	41006	.....	Sandy, Alta.....	Denver and Rio Grande Western Railway.	16.97	5
367	Texas.	31018	.....	Brownsville, Isabel .....	Rio Grande Railroad .....	23.24	20
368	Ala ...	17018	.....	Boyd's Switch, Menlo .....	Belmont Coal and Railroad ..	7.11	.....
369	Cal ...	46036	.....	San Anselmo (n.o.), Saucelito	North Pacific Coast Railroad..	11.22	16
370	Cal ...	46027	.....	Fulton, Guerneville.....	San Francisco and North Pacific Railroad.	16.00	12
371	N. J ..	7005	.....	Jamesburgh, South Amboy ..	Pennsylvania Railroad .....	14.20	26
372	N. Y ..	6100	.....	Valley Stream, Oceanus.....	Long Island Railroad .....	8.50	23
373	N. Mex	39003	.....	New Albuquerque, Winslow	Atlantic and Pacific Railroad.	288.02	18
374	Cal ...	46038	46014*	Huron, Goshen (n. o.) .....	Southern Pacific Railroad ....	40.10	.....
375	Pa .....	8130	.....	Daguscabonda, Dagus Mines	Northwestern Mining and Exchange Company.	6.01	12
376	Mass ..	3013	.....	Georgetown, Haverhill.....	Boston and Maine Railroad ...	7.76	17
377	La .....	30007	.....	Bayou Sara, Woodville.....	West Feliciana Railroad.....	26.21	12½
378	Texas	31020	.....	Houston, Patterson's Station	Texas Western Railway .....	41	12
379	Dak ..	35009	.....	Millbank, Wilmot.....	Chicago, Milwaukee and Saint Paul Railway.	17.03	14½
380	Texas.	31008	.....	Houston, Columbia .....	International and Great Northern Railroad.	51.25	7
381	La .....	30005	.....	Port Allen, Musson .....	Baton Rouge, Grosse Tete and Opelousas Railroad.	22.08	12
382	Miss ..	18012	.....	Vicksburgh, Natchezhaw ..	Mississippi Valley and Ship Island Railroad.	20	15

\* Part; old.

are conveyed, the accommodations for mails and agents, &c.—Continued.

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.			Dollars.	Dollars.		
1,846	61	no apt .....	6	42 75	.....	6.99 m. from July 1, 1881. In Feb., 1882.	348
1,827	60	in b. c. ....	12	42 75	.....	.49 m. increase. Branch; main route (53). I Apr., 1881.	349
1,786	59	in b. c. ....	6	42 75	.....	From May 16, 1881 ..	350
1,772	59	in b. c. ....	6	42 75	.....	In Oct., 1881 .....	351
1,702	56	no r. a .....	7	42 75	.....	5.08 m. decrease .....	352
1,647	55	in b. c. ....	6	42 75	.....	From Jan., 1, 1881. In Sept., 1881.	353
1,629	54	in b. c. ....	6	42 75	.....	From Jan. 20, 1881. In Sept., 1881.	354
1,576	52	in b. c. ....	6	42 75	.....	In Apr., 1881. Branch; main route (254).	355
1,536	51	in b. c. ....	18	42 75	.....	In Apr., 1881. Service discontinued June 30, 1881.	356
1,543	51	in b. c. ....	9.68*	42 75	.....	From May 2, 1881. In Dec. 1881.	357
1,350	45	in b. c. ....	6	42 75	.....	.15 m. increase. In Apr., 1881.	358
1,296	43	no r. a .....	6	42 75	.....	.....	359
1,266	42	no r. a .....	7	42 75	.....	2.7 m. increase .....	360
1,235	41	in b. c. ....	6	42 75	.....	In Dec., 1881 .....	361
1,270	41	in b. c. ....	6	42 75	.....	1.06 m. decrease. In Apr., 1881.	362
1,224	40	no r. a .....	6	42 75	.....	From Apr. 1, 1881 .....	363
1,150	38	no r. a .....	6	42 75	.....	From Nov. 1, 1881 .....	364
873	29	no r. a .....	6	42 75	.....	From Mar. 10, 1881. In Apr., 1882.	365
782	26	no r. a .....	7	42 75	.....	.19 m. increase .....	366
826	17	no apt .....	7	42 75	.....	4.80 m. decrease .....	367
374	12	no apt.; no r. a .....	12	25 65	.....	In Oct., 1881 .....	368
356	11	no r. a .....	6	42 75	.....	Formerly branch 46016.	369
1,909	63	no r. a .....	6	38 48	.....	.....	370
11,919	397	s. l. ....	10.10*	38 47½	.....	Branch; main route (120) (197), \$67.54½. .75 m. decrease. In Apr., 1881.	371
4,453	74	in b. c. ....	12	38 47½	.....	Combined weighings Apr. and Aug., 1881.	372
5,554	185	14 by 9.1, f. f., s. l.; no r. a ..	6	34 20	.....	151.20 m. from Mar. 24, 1881; 138.82 m. from Dec. 10, 1881, 2 m. decrease.	373
2,532	84	no r. a .....	7	34 20	.....	Formerly part route 46014.	374
1,722	57	in b. c. ....	6	34 20	.....	In Jan., 1882 .....	375
813	27	in b. c. ....	12	34 20	.....	In Apr., 1881, .31 m. increase.	376
1,781	59	in b. c. ....	3	29 93	.....	2.12 m. decrease .....	377
963	82	no apt .....	6	29 92	.....	.....	378
581	19	no r. a .....	3	29 92	.....	From Aug. 16, 1881. .06 m. increase.	379
4,764	158	no apt .....	3	27 36	.....	.50 m. increase .....	380
676	22	no apt .....	3	25 65	.....	6 trips in winter .....	381
209	8	no apt., no r. a .....	3	17 10	.....	In Oct., 1881 .....	382



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes, the readjustment of the rates based upon returns of the weight of and the number of trips per week, in accordance with the acts of March 3, 1873, July, 12, 1876,

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture, complete; r. p. o., railway miles; r. a., route agent. A number followed by an asterisk (\*) shows the equivalent in round trips.

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolla.
1	N. J.	7004	.....	New York, Philadelphia.	Pennsylvania Railroad.	89.54	118,350	33	r. p. o., 60 by 8.7½, 51.; 50.3 by 8.7½, 21.; 40 by 8.7½, 11.; apt., 14.2 by —, 2½ l. to Trenton, 57 m.; 1½ l. residue.	107.48*	1381 68
2	N. Y.	6011	.....	New York, Buffalo.	N. Y. C. & H. R. R. R.	442	84,498	35	49.5 by 9, 1 l. to Syracuse, 289.5 m.; 49.5 by 9, 1 l.; 60 by 9, 4 l.; 50 by 9, 1 l., residue, 152.5 m.; r. a. apt., 15.5 by 8.8, 1 l. to Albany, 142 m.	46.52	1020 02
3	Pa.	8001	.....	Philadelphia, Pittsburgh.	Pennsylvania Railroad.	353	82,227	30	r. p. o., 60 by 8.7½, 41.; 40 by 8.7½, 1 l.; r. a. apt., 15.6 by 9, 1 l., to Harrisburgh.	38.64*	996 08
4	N. Y.	6052	.....	Buffalo, Elyria.	L. S. & M. S. Railway.	209.26	77,503	...	r. p. o., 60 by 9, 4 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l., to Cleveland, 183.76 m.; 17.5 by 9, 1 l., to Elyria, 25.5 m.; 40 by 9, 1 l. additional, from March 9, 1882.	19.36*	945 63
5	N. Y.	6052	.....	Millbury, Toledo.	L. S. & M. S. Railway.	8	72,254	...	r. p. o., 60 by 9, 4 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 17.5 by 9, 1 l.; 40 by 9, 1 l.	19.36*	889 20
5a	Conn.	5005	.....	New York, Springfield.	New York, New Haven and Hartford Railroad.	135.59	52,103	28	r. p. o., 55 by 8.8, 21.; 54.6 by 8.8, 11.; adjuncts, 44 by 8.6, ½ l.; 34.8 by 8.6, ½ l.; 15.6 by 6.6, 1 l., to New Haven, 73.23 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 11.; 44 by 8.6, ½ l.; 34.8 by 8.6, ½ l., to Springfield, 62.36 m.	61.5*	673 74
6	Ohio	21007	.....	Elyria, Millbury.	L. S. & M. S. Railway.	74.86	56,853	...	r. p. o., 60 by 9, 2½ l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 17.5 by 9, ½ l.	16.50*	725 04
7	N. Y.	6052	.....	Elkhart, Chicago.	L. S. & M. S. Railway.	101.02	55,866	...	r. p. o., 60 by 9, 4 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 36 by 9, 1 l.	19.36*	713 93
8	Mass.	3025	.....	Boston, Albany	Boston & Albany Railroad.	202.06	38,986	26	r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l., to Springfield, 98.63 m.; average, 27.11 by 8.6, 2 l., through apt., 15 by 6, 21.21 m.	45.11*	533 52

and Territories in which the contract term expired June 30, 1881; and, also, in other States the mails, the speed with which they are conveyed, the accommodations for mails and agents, and June 17, 1878.

post-office; apt., apartment; b. c., baggage-car; l., line or lines; s. l., single line; d. l., double line; m. The figures in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
<i>Dolls.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>			
375 00	1,221 80	355 00	123,715 62	33,577 50	109,962 00	31,950 00	Oct. 31, '81	60 days in February and March, 1882; .46 m. decrease.	1
320 00	903 74	300 00	450,848 84	135,340 00	399,453 08	127,672 50	Jan. 9, '82	152.5 m., r. p. o., at \$280 per m.; formerly 164.25 m., r. p. o., at \$270 per m.; 60 days in February and March, 1882.	2
225 00	867 83	225 00	351,616 24	79,425 00	306,864 68	79,425 00	Oct. 31, '81	60 days in February and March, 1882.	3
280 00	861 84	270 00	197,882 53	59,501 11	181,158 76	56,890 46	Jan. 9, '82	25.5 m., r. p. o., at \$290.62, and \$25 additional from March 9, 1882; formerly 25.7 m., r. p. o., at \$275.31; 60 days in February and March, 1882.	4
315 00	796 86	280 62	7,113 60	2,524 96	6,773 31	2,385 27	Jan. 9, '82	\$25 additional for r. p. o. from March 9, 1882; 60 days in February and March, 1882.	5
199 08	713 93	199 08	91,352 40	25,773 54	96,801 76	25,773 54	Nov. 6, '81	r. p. o. on 62.36 m., at \$135.45; in December, 1881.	5a
210 31	520 70	140 31	54,276 49	15,743 80	38,979 60	10,503 60	Jan. 9, '82	60 days in February and March, 1882.	6
302 50	666 05	292 50	72,121 20	30,558 55	67,271 05	29,542 50	Jan. 9, '82	60 days in February and March, 1882.	7
135 00	420 66	135 00	107,803 05	16,935 10	84,998 55	16,935 10	Nov. 6, '81	In December, 1881 .....	8

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
9	N. Y.	6052	.....	Toledo, Elkhart	L. S. & M. S. Rail-way.	142.70	32,125	...	r. p. o., 60 by 9, 1 l.; 50 by 9, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.; 36 by 9, 1 l.	19.36*	460 85
10	Neb.	34001	.....	Union Pacific Transfer to Ogden City.	Union Pacific Rail-way.	1034.08	29,665	...	r. p. o., 60 by 9, 1 l.; 51 by 9.3, 1 l., to Julesburgh, 371 m.	9.7*	434 34
11	Ohio	21045	.....	Toledo, Elkhart	L. S. & M. S. Rail-way.	134.35	26,583	...	r. p. o., 60 by 9, 3 l.; 50 by 9, $\frac{1}{2}$ l.; 49.5 by 9, $\frac{1}{2}$ l.	13	401 00
12	Colo	46001	.....	San Francisco, Ogden City.	Central Pacific Rail-road.	834.03	22,818	20	r. p. o., 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ , s. l.; 55.1 $\frac{1}{2}$ by 9.5 $\frac{1}{2}$ additional, to Port Costa; apt., 17 by 9, to Sacramento.	8.9*	360 81
13	Ohio	21002	.....	Pittsburgh, Chicago.	Pennsylvania Com-pany.	468.2	22,405	28	r. p. o., 50 by 8.4, 1 l.; apt., 24 by 8.4, f. f. a. l., between Crest-line and Chicago, 281 m.	33.85*	356 54
14	Md..	10003	.....	Baltimore, Wheeling.	B. & O. R. R.	394.03	17,392	29	r. p. o., 51.5 by 8.9, 2 l.; to Grafton 293.75 m., 1 l. thence to Bell-air, 96.35 m.; apt., 17 by 7.6 (average), s. l. Harper's Ferry to Martinsburgh, 19 m., and Grafton to Benwood Junction, 95.25 m., d. l. residue, 4.19 m.	27.47*	302 67
15	N. Y.	6052	.....	Elyria, Millbury	L. S. & M. S. R. W.	79.30	15,934	...	r. p. o., 60 by 9, 1 $\frac{1}{2}$ l.; 17.5 by 9, $\frac{1}{2}$ l.; 40 by 9, 1 l.	19.36*	287 28
16	W. V.	12002	.....	Grafton, Parkersburgh.	B. & O. R. R.	104.05	15,293	26	r. p. o., 51.5 by 8.9, 1 l.; apt., 21 by —, 1 l.	23.50*	280 44
16a	Conn	5004	.....	New Haven, New London.	N. Y., N. H. & H. R. R.	51.71	10,336	27	r. p. o., 55 by 8.8, 1 l.; adj., 13.9 by 6.3 $\frac{1}{2}$ , 2 l.	31.00*	227 43
17	N. Y.	6001	.....	New York, Dunkirk.	N. Y., L. E. & W. R. R.	459.53	10,088	34	r. p. o., 49.5 by 9.5, 2 l.; to Hornells-ville, 332 m., s. l. residue.	25.98*	224 87
18	R. I.	4002	.....	Providence, Groton.	N. Y., P. & B. R. R.	62.10	9,889	28	r. p. o., 55 by 8.8, 1 l.; r. a. apt., 15.8 $\frac{1}{2}$ by 6.9 (average), f. f., d. l.	32.33*	223 16
19	Mass	3035	.....	Boston, Providence.	B. & P. R. R.	44.19	8,622	28	r. p. o., 55 by 8.8, 1 l.; apt., 15 by 6.4, f. f., 2 l.	52.45*	209 48
20	Mass	3021	.....	Boston, Greenfield.	F. R. R.	105.71	8,348	26	r. p. o., 30 by 8.4 $\frac{1}{2}$ , 1 l.; r. a. apt., 16.3 by 7.8, 2 l.; 24 by 6.10 (average), 1 l.; 49.60 m., 9 by 6, 1 l.; 36.07 m.	37.55*	206 06
21	Mass	3034	.....	Boston, Willimantic.	N. Y. & N. E. R. R.	85.08	8,308	27	r. a. apt., 15.2 by 8.6 (average), f. f., 3 l.	28.60*	206 06
22	N. Y.	6106	.....	Albany, Troy ..	N. Y. C. & H. R. R. R.	7.37	8,289	25	In b. c. ....	75.00*	206 06

States and Territories in which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
112 50	371 07	132 50	65,763 29	16,053 75	53,063 01	18,947 50	Jan. 9, '82	60 days in February and March, 1882.	9
75 00	382 19	75 00	449,142 30	61,064 50	395,643 08	61,035 00	July 1, '82	664.20 m., r. p. o., at \$50; same formerly; 40 feet cars authorized to Julesburgh, .39 m. decrease.	10
190 00	431 78	160 00	53,874 35	25,526 50	58,009 64	21,496 00	Jan. 9, '82	60 days in February and March, 1882.	11
75 00	329 18	75 00	300,926 36	42,505 75	274,615 12	42,516 25	July 1, '82	r. p. o. on 801.86 m. at \$50; .21 m. decrease; 40 feet cars authorized on additional line to Port Costa.	12
25 00	266 43	25 00	166,932 02	11,705 00	134,106 52	11,705 00	Jan. 8, '82	60 days in February and March, 1882; 40 feet cars authorized.	13
80 00	288 99	80 00	119,342 78	27,354 40	113,909 32	27,354 40	Jan. 8, '82	96.36 m., r. p. o., \$40, same formerly. 60 days in Feb. and Mar., 1882.	14
105 31	409 55	135 00	22,781 30	8,351 08	32,477 31	10,705 50	Jan. 9, '82	\$25 additional for r. p. o. from Mar. 9, 1882. 60 days in Feb. and Mar., 1882.	15
40 00	253 94	40 00	29,305 98	4,180 00	26,536 73	4,180 00	Jan. 8, '82	60 days in Feb. and Mar., 1882.	16
74 00	306 09	74 00	11,760 40	3,826 54	15,827 19	3,826 54	Nov. 6, '81	In Dec., 1881 .....	16a
80 00	215 46	80 00	103,339 00	31,640 00	99,014 64	31,640 00	Jan. 8, '82	127.55 m. r. p. o., \$40, same formerly. 60 days in Feb. and Mar., 1882.	17
50 00	305 24	50 00	13,858 23	3,105 00	19,098 86	3,128 50	Nov. 6, '81	.47 m. decrease. In Dec., 1881.	18
77 00	219 56	77 00	9,256 92	3,402 63	12,884 03	3,402 63	Nov. 6, '81	In Dec., 1881 .....	19
18 75	266 76	18 75	21,782 60	1,982 06	28,199 19	1,982 06	Nov. 6, '81	In Dec., 1881 .....	20
.....	190 67	.....	17,679 94	.....	16,350 48	.....	Nov. 6, '81	In Dec., 1881 .....	21
.....	150 89	.....	1,518 66	.....	1,178 38	.....	July 1, '81	In Apr., 1881 .....	22

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

					Average weight of mails whole dis- tance per day.	Miles per hour.	Size, &c., of mail-car or apart- ment.	Trips per week.	Pay per mile per an- num for transpor- tation.
					s. lbs.		Feet and inches.		Dolls.
23	N.Y.	6067	Troy, North Adams.	T. & B. R. R.	48.48	8,973	28 r. p. o., 30 by 8.8, 11.; apt., 16.3 by 7.8½ (average), 21.	10.11	203 78
24	Tex.	31410	Marshall, Tex- arkana.	T. & P. R. W.	72.26	7,806	18 24.9 by 9.1½, f. f., d. l.	14.00	201 78
25	N.H.	1001	Concord, Na- shua.	C. R. R. ....	86.28	7,806	r. p. o., 41.8 by 8.8, f. f., d. l.; r. a. apt., 22.8 by 6.10, f. f., d. l., 18.26 m.	32.08*	200 93
26	Mass.	3022	Greenfield, North Adams.	F. R. R. ....	87.12	7,259	28 r. p. o., 30 by 8.4½, 11.; 16.3 by 7.8½, f. f., 21.	21.00*	194 94
27	Mass.	3038	Boston, South Braintree.	O. C. R. R.	11.86	4,001	22 r. p. o., 20.6 by 9.2, f. f., a. l.; apt., 10 by 6.8, f. f., a. l.	119.87*	180 61
28	N.Y.	6012	Troy, Scheneo- tady.	N. Y., C. & H. R. R. R.	22.00	6,412	25 No r. a. ....	24.58*	185 54
29	Kans.	33001	Kansas City, Denver.	U. P. R. W.	635.05	8,804	30 r. p. o., 24 by 9.4, 21.; to Ellis, 302 m., 1 l. resi- due.	14.00	179 55
30	Miss.	18001	Canton, Cairo ..	C., St. L. & N. O. R. R.	844.27	5,134	25 r. p. o., 45.2 by 9.4, f. f. c., a. l.	14.00	171 66
31	Ga. .	15009	Savannah, Jack- sonville.	S., F. & W. Rwy.	172.75	4,843	26 r. p. o., 41.8 by 9.2, 11.; 17.2 by 9.2, 11.	14.00	168 44
32	La. .	30001	New Orleans, Canton.	C., St. L. & N. O. R. R.	206.58	4,519	25 r. p. o., 45.2 by 9.4, f. f. c., a. l.	14.00	163 31
33	Vt. .	2002	Windsor, Essex Junction.	C. V. R. R.	110.13	4,394	25 r. p. o., 42 by 9.1 l.; 41.6 by 8.8, 1 l., 96 m.; r. a. apt., 22.6 by 6.7 (average), f. f., d. l., 14.13 m.	12.79	161 60
34	Ill. .	22054	Chicago, La- mark Junction (n. o.)	C., M. & St. P. R. W.	116.50	4,161	25 r. p. o., 35.5 by 9.5 (average), 22 by 9.3, f. f., d. l.	12.00	158 03
35	N.Y.	6068	Buffalo, Horn- ellsville.	N. Y., L. E. & W. R. R.	92.72	4,134	33 r. a. apt., 12 by 10, f. f., d. l., to At- tica, 31.50 m.; a. l. residue.	26.08*	158 18
36	Tex.	31003	Houston, Deni- son.	H. & T. C. R. R.	337.64	4,125	20 18.8 by 8., f. f., a. l.	13.00	158 18
36a	N.Y.	6013	Syracuse, Roch- ester.	N. Y., C. & H. R. R. R.	104.00	4,046	25 r. p. o., 49.5 by 9, 11.; apt., 16 by 9, 11.	167 32	
37	Colo.	38906	La Junta, Dem- ing.	A., T. & S. F. R. R.	578.71	3,854	25 21 by 9.4, f. f., a. l.	7.00	153 96
38	Tex.	11000	Longview, Houston.	L. & G. N. R. R.	236.28	3,650	17 17.11 by 8, f. f., a. l.	12.08*	151 34
39	Vt. .	2001	Burlington, Rouse's Point.	C. V. R. R.	57.10	3,516	25 r. p. o., 49 by 9, 1 l.; 41.6 by 8.8, 1 l., 34.50 m., apt., 24 by 6.10 (av- erage), f. f., d. l., 8.50 m.; 14 by 6.6, f. f., a. l., 24.10 m.	30.32*	149 63
40	N.Y.	6018	Rochester, Ni- agara Falls.	N. Y. C. & H. R. R. R.	76	3,496	35 r. a. apt., 20.9 by 8.7, 11.	25	148 77
41	N.Y.	6169	New Rochelle, Harlem River.	N. Y., N. H. & H. R. R.	11.87	3,475	24 in b. c. ....	14.40*	148 77
42	Cal. .	44010	Lathrop, Go- shen (n. o.)	Gen. Pac. R. R.	146.35	3,305	29 r. p. o., 55 1½ by 9.5½, f. f., a. l.	9.35*	146 21
43	Cal. .	44032	Port Costa, La- throp.	Gen. Pac. R. R. Co. (lessee San Pablo R. R.).	62.23	3,220	28½ r. p. o., 55.1½ by 9.5½, a. l.	14.07*	145 35

States and Territories in which the contract term expired June 30, 1881, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
<i>Dolls.</i> 18 75	<i>Dollars.</i> 271 89	<i>Dolls.</i> 18 75	<i>Dollars.</i> 9,873 72	<i>Dollars.</i> 908 62	<i>Dollars.</i> 13,594 50	<i>Dollars.</i> 937 50	Nov. 6, '81	1.54 m. decrease. In Dec., 1881.	23
.....	100 89	.....	14,580 62	.....	7,532 44	.....	July 1, '82	2.40 m. decrease.....	24
40 00	181 13	40 00	7,289 74	1,451 20	6,571 39	1,451 20	July 1, '81	In Apr., 1881.....	25
18 75	256 50	18 75	7,236 17	696 00	9,521 28	696 00	Nov. 6, '81	In Dec., 1881.....	26
12 50	123 97	.....	2,156 24	142 00	4,620 36	.....	July 1, '81	25.91 m. covered by route 3046. In Apr., 1881.	27
.....	101 74½	.....	4,081 88	.....	2,238 39	.....	July 1, '81	In Apr., 1881.....	28
25 00	170 15	25 00	114,023 22	11,713 12	108,913 01	11,772 50	July 1, '82	333.05 m. r.p.o., at \$1,250. Formerly 338.40 m. r. p. o., at \$12.50—5.05 m. decrease.	29
25 00	149 63	25 00	59,166 24	8,606 75	51,513 12	8,606 75	July 1, '82	In Apr., 1882.....	30
35 62	135 95	35 62	29,098 01	6,153 35	23,226 29	6,153 35	Feb. 15, '82	Formerly 75.75 m., at \$132.53. In Feb., 1882.	31
25 00	136 80	25 00	33,736 57	5,164 50	28,239 62	5,160 75	July 1, '82	.15 m. increase .....	32
50 00	141 07½	50 00	17,797 00	4,800 00	15,711 52	4,800 00	July 1, '81	1. 24 m. decrease. In Apr., 1881, r. p. o. cars on 96 m. only	33
.....	43 61	.....	18,526 99	.....	3,874 74	.....	Apr. 1, '82	27.65 m. from May 20, 1881. In Apr., 1882.	34
.....	153 05	.....	14,666 44	.....	13,927 55	.....	Jan. 8, '82	1.72 m. increase. 60 days in Feb. and Mar., 1882.	35
.....	129 96	.....	53,407 89	.....	43,855 00	.....	July 1, '82	.19 m. increase .....	36
40 00	147 06	30 00	16,361 28	4,160 00	15,294 24	3,120 00	Jan. 9, '82	60 days in Feb. and Mar., 1882.	36a
.....	133 38	.....	89,063 46	.....	75,333 56	.....	July 1, '82	.91 m. increase .....	37
.....	141 08	.....	35,751 04	.....	33,506 50	.....	July 1, '82	1.27m. decrease .....	38
50 00	123 12	50 00	8,543 87	1,225 00	7,036 31	1,225 00	July 1, '81	r. p. o. on 24.50 m. only—.05 m. decrease. In Apr., 1881.	39
.....	140 22	.....	11,306 52	.....	10,656 72	.....	July 1, '81	.....	40
.....	.....	.....	.....	.....	.....	.....	June 1, '81	New. In Dec., 1881 ....	41
25 00	144 54	25 00	21,397 83	3,658 75	21,146 20	3,657 50	July 1, '81	.05 m. increase.....	42
25 00	139 37	25 00	9,045 13	1,555 75	8,664 63	1,554 25	July 1, '82	.06 m. increase. 40 feet cars authorized.	43

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dolls.</i>
44	Pa ..	8010	.....	Eatonton, Waverly.	Lehigh V'y R. R.	205.57	3,029 25		22 by 9.6, 3 l. to Manch Chunk, 45.5 m.; 2 l. thence to Penn Haven Junction, 7.5 m.; 1 l. thence residue, 152.57 m.	23.38*	142 79
45	Colo.	38019	.....	South Pueblo, Leadville.	Denver & R. G'nde R. W.	158.92	2,850 23		35.9 by 7.8, f. f., s. l.	14.5*	140 22
46	Vt ..	2018	.....	North Bennington, State Line.	B. & R. R. R.	1.99	2,805 15		16 by 6.11, f. f., s. l.	24	139 37
47	Utah	41003	.....	Ogden City, Butte City.	Union Pac. R. W.	417.27	2,740 16		40 by 7.5½, f. f., s. l.	7	138 51
48	Ariz.	40001	.....	Yuma, Deming.	C. P. R. R. Co. (lessee Sotn. Pac. R. R. of Arizona).	467.02	2,710 22		55.1½ by 9.5½, s. l.	7	137 66
49	Conn	5014	.....	New Haven, Willimantic.	Bos. & N. Y. Air L. R. R.	54.62	2,684 25		r. a. apt., 13.6 by 6.11, f. f., 1 l.	10.41*	137 66
50	Kans	33003	.....	Atchison, Waverly.	Mo. Pac. R. W.	100.40	2,647 20		29.2 by 9.4, f. f., s. l.	7	136 50
51	Tex.	31007	.....	Palestine, San Antonio.	Int. & Gt. Nor. R. R.	263.82	2,554 19		22.1 by 9.1, f. f., s. l.	11.51	135 95
52	Vt ..	2015	.....	Rutland, Bennington.	B. & R. R. R.	57.60	2,537 23		16 by 6.11, f. f., s. l.	18.25*	135 09
53	Ky ..	20020	.....	Cincinnati, Chattanooga.	C. N. Or. & Tex. Pac. R. W.	337.50	2,476 27		22 by 9.3, f. f., s. l.	16.02*	134 24
54	N. H.	1005	.....	Concord, Wells River.	Bos., Con. & Mont. R. R.	94.01	2,450 27		r. p. o., 17 by 6.9, f. f., 1 l.; apt. 6.7 by 6.3, 1 l., 51.34 m.	27*	134 24
55	Colo.	38006	.....	La Junta, Deming.	Atch., Top. & Santa Fé R. R.	587.80	2,373 30		13.3 by 9.1½, f. f., s. l.	7	133 38
56	Conn	5007	.....	Hopewell Junction, Providence.	N. Y. & N. E. R. R.	187.58	2,331 25		16.2 by 8.10½ (av.), 1 l., 63.9 m.; 14.7½ by 8.6 (av.), 1 l., 41.3 m.; 14.3 by 6.9, 1 l., 58.5 m.	17.50*	132 53
57	Kans	33022	.....	Greenleaf, Concordia.	M. Pac. R. W. (Cen. Br. Div.)	42.05	2,235 22		29.2 by 9.4, f. f., s. l.	7	130 82
58	Colo.	38001	.....	Denver, El Moro	D. & Rio G. R. W.	206.90	2,233 23		35.9 by 7.8; 19 by 7.4, f. f., s. l., to Cucharas, 169.30 m.; no r. a. residue.	15*	130 82
59	Tex.	31007	.....	Palestine, Laredo.	Int. & Gt. Nor. R. R.	414.54	2,143 16		(av.), 17.11 by 9 f. f., s. l.	11.4*	129 96
60	Colo.	38017	.....	Julesburgh, La Salle Station (n. o.).	Col. Cent'l R. R.	151.16	1,983 ...		r. p. o., 40.8 by 9.3½, 1 l.	7	127 40
61	Kans	33006	.....	Olathe, Ottawa.	Kans. C'y, L. & S'n Kan. R. R.	34.66	1,904 21		21.2 by 9.1½, f. f., s. l.	6	123 98
62	Tex.	31012	.....	Houston, Orange	Tex. & N. O. R. R.	106.24	1,876 20		13.10 by 8.10, f. f., s. l.	7	122 27
63	La ..	30010	.....	Vermillionville, Orange.	La. West. R. R.	113.15	1,751 20		13.10 by 8, f. f., s. l.	7	117 14

*States and Territories in which the contract term expired June 30, 1881, &c.—Continued.*

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
<i>Dolls.</i>	<i>Dollars.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>			
.....	132 52	.....	29,353 34	.....	28,285 96	.....	July 1, '81	17.2 m. formerly at \$151.93. Late route 8075. In April, 1881.	44
.....	129 96	.....	22,283 76	.....	21,248 46	.....	July 1, '82	4.58 m. decrease. Formerly branch of route 38001.	45
.....	117 90	.....	277 34	.....	513 07	.....	July 1, '81	.14 m. increase. In Apr., 1881.	46
.....	100 89	.....	57,796 06	.....	8,065 14	.....	July 1, '82	193.61 m. from Jan. 1, 1880; 30.32 m. from June 1, 1880; 45.50 m. from Feb. 15, 1881; 68.85 m. from Jan. 10, 1882. .95 m. increase.	47
.....		.....		.....		.....	Nov. 18, '81	248 52 m. from Sept. 20, 1880. New. 218.50 m. from Nov. 18, 1881.	48
.....	139 37	.....	7,518 98	.....	7,545 49	.....	Nov. 6, '81	.48 m. increase. In Dec., 1881.	49
.....	112 86	.....	13,734 72	.....	11,342 43	.....	July 1, '82	.10 m. decrease	50
.....	82 94	.....	36,138 22	.....	15,255 15	.....	Oct. 1, '81	49.25 m. from Dec. 27, 1880; 82.64 m. from Dec. 27, 1881. In Oct., 1881.	51
.....	107 10	.....	7,781 18	.....	6,168 96	.....	July 1, '81	In Apr., 1881	52
.....	73 53	.....	45,306 00	.....	24,816 37	.....	Apr. 1, '82	In Apr., 1882	53
9 37	131 41	.....	12,619 90	880 87	11,923 75	.....	July 1, '81	43.01 m. formerly at \$121.41. Combined weighing for May and August, 1881.	54
.....	76 10	.....	78,400 76	.....	16,463 46	.....	June 1, '81	73.71 m. from Apr. 1, '80; 67.30 m. from May 20, 1880; 76.07 m. from Oct. 16, 1880; 101.78 m. from Feb. 20, 1881; 52.60 m. from Mar. 18, 1881. In Dec., 1881.	55
.....		.....		.....		.....	Oct. 1, '81	163.7 m. from Nov. 6, '81; 23.88 m., pay not fixed. In Dec., 1881.	56
.....	101 75	.....	5,500 98	.....	4,270 44	.....	July 1, '82	.08 m. increase	57
.....	117 99	.....	27,065 65	.....	24,682 50	.....	July 1, '82	2.30 m. decrease	58
.....	135 95	.....	53,873 61	.....	13,255 15	.....	July 1, '82	153.18 m. from Feb. 1, 1882.	59
25 00		.....		.....		.....	Jan. 2, '82	New. .36 m. increase	60
.....	117 99	.....	4,297 14	.....	4,054 14	.....	July 1, '82	.30 m. increase	61
.....	93 20	.....	12,989 96	.....	9,901 56	.....	July 1, '82		62
.....	88 07	.....	13,254 39	.....	9,965 12	.....	July 1, '82		63



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
64	Kans	33008	.....	Kansas City, Joplin.	Kans. C'y. Ft. S. & G'lf R.R.	176.05	1,745 21		18.1½ by 8.9½, f. f., s. l.	9.3*	117 14
65	Nev.	45001	.....	Virginia City, Reno.	Va. & Tr. R. R.	52.61	1,736 ...		18 by 5.6, f. f., s. l.	7	116 28
66	Cal.	46028	.....	San Francisco, Sacramento City.	Cent. Pac. R. R.	140.05	1,667 23		21.6 by 8.9, f. f., s. l.	10.59*	113 72
67	Ky.	20002	.....	Covington, Lexington.	Ky. Cent. R. R.	99.98	1,655 23½		13 by 9, f. f., d. l. to Paris, s. l. residue.	17	112 86
68	Ark.	29001	.....	Hopefield, Little Rock.	Mem. & L. R'k R. R.	135.88	2,850 19		22.8 by 8.9, f. f., s. l.	7	112 18
69	Kans	33021	.....	Waterville, Washington.	Mo. Pac. R. W. (Cent. Br. Div.)	20.62	1,621 13		29.2 by 9.4, f. f., s. l. to Greenleaf, 13 m.; no r. a. residue.	6.6*	112 01
70	Iowa	27017	.....	Davenport, Leavenworth.	C., R. I. & P. R. W.	338.18	1,614 23		22.6 by 9.3, f. f., s. l., 307 m.; no r. a. residue.	6.68*	111 15
71	Cal.	46014	.....	Goshen (n. o.), Yuma.	S. P. R. R.	490.33	2,710 13		r. p. o., 55.1½ by 9.5½, f. f.; s. l. to Los Angeles, 241.62 m.	7	110 13
72	Oreg	44005	.....	The Dalles, Wallula.	Oreg. Rwy & Nav. Co.	127.30	1,570 15		19.2 by 9, f. f., s. l.	6	109 44
73	N.H.	1006	.....	Groveton, Wells River.	B., C. & M. R. R.	53.71	1,464 22		17 by 6.8, f. f., s. l.; 13.6 by 6.8, f. f., s. l., 12 m.	11.86*	105 17
74	Tex.	31022	.....	Denison City to Gainesville.	M. P. R. W.	40.51	1,436 12		16 by 9, f. f., s. l.	7	103 46
75	La ..	30003	.....	New Orleans, Cheneyville.	M. L. & T. R. R., & Steams'p Co.	210.36	2,057 25		14.4 by 9.6, f. f., s. l.	7	102 60
76	Mo.	28018	.....	Mt. Pleasant, Saint Peters.	St. L., K. & N. W. R. W.	186.75	1,398 20		19.8 by 9, f. f., s. l.	12	101 75
77	Tex.	31006	31032	Mineola, Troup.	Int. & G't N. R. R.	44.54	1,393 16		23.6 by 9, f. f., s. l.	7	101 75
77a	Mass	3039	.....	South Braintree Junction, New- port.	Old Colony R. R.	61.25	1,356 22		r. p. o., 20.6 by 9.2, 1 l.; apt., 10 by 6.3, 1 l., 23.09 m., no r. a. residue.	21.42**	100 04
78	Wash	43008	.....	Walla Walla, Dayton.	Oreg. Rwy & Nav. Co.	40	1,344 15		19.6 by 9, f. f., s. l.	7	100 94
79	Colo.	38007	.....	Denver, Cheyenne.	D. P. R. R. & Tel. Co.	106.86	1,317 ...		r. p. o., 50.8 by 9.3½, 1 l.; apt., 17.9 by 8.10, f. f., s. l., to La Salle Sta'n, 46.20 m.; no r. a. residue.	10.73*	98 33
80	Wash	43004	.....	Walla Walla, Wallula.	W. W. & C. Riv. R. R.	32.10	1,312 15		19.2 by 9, f. f., s. l.	6	98 33
81	N. Y.	6022	.....	New York, Chatham.	N. Y. Cent. & H. Riv. R. R.	130.50	1,295 30		Apt., 18 by 8.4, 1 l.	12.08*	97 47
82	Tex.	31017	.....	Denison City, Mineola.	M. P. Rwy.	103.08	1,284 20		50 by 9, f. f., s. l.	7	97 47
83	Pa ..	8030	.....	Harrisburgh, Martinsburgh.	Cumb. Val. R. R.	94.63	1,282 30		13.8 by 8.4, f. f., 2 l.	15.31*	97 47
84	Tex.	31002	.....	Houston, Uvalde	Gal., H. & San A. R. W.	310.89	1,275 22		14.10 by 8.11, f. f., s. l.	7	96 62
85	N. Y.	6045	.....	Long Isl'd City, Greenport.	Lg. I. R. R.	97.17	1,260 23		17.10 by 6.8, f. f., s. l.	12	96 62
86	Minn	26037	.....	Minneapolis, Benton.	C., M. & St. P. R. W.	33.86	1,232 20		20 by 9, f. f., s. l.	6	94 91
87	N. Y.	6066	.....	Rouse's Point, Canada Line, (n. o.).	Cham. & St. Lawrence R. R.	1.20	1,218 26		in b. c. ....	6	94 05

States and Territories in which the contract term expired June 30, 1881, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	112 86	.....	20,622 49	.....	19,870 13	.....	July 1, '82	.01 m. decrease	64
.....	82 94	.....	6,117 49	.....	4,292 14	.....	July 1, '82	.86 m. increase	65
.....	117 14	.....	15,926 48	.....	16,404 28	.....	July 1, '82	.01 m. increase	66
.....	111 15	.....	11,283 74	.....	11,112 77	.....	Apr. 1, '82	In Apr., 1882.	67
.....	93 71	.....	15,243 01	.....	12,576 81	.....	July 1, '82	1.67 m. increase	68
.....	87 21	.....	2,309 64	.....	1,787 80	.....	July 1, '82	.12 m. increase	69
.....	80 78	.....	37,588 70	.....	28,989 96	.....	Feb. 15, '82	27.78 m. from Dec. 10, '81. Main route; branch \$5.99. In Feb., 1882.	70
25 00	75 24	25 00	54,000 04	6,040 50	36,892 42	6,040 50	July 1, '82	Part. r. p. o., on 241.62 m. only. 40-foot cars authorized.	71
.....	.....	.....	.....	.....	.....	.....	May 10, '81	46.62 m., from Feb. 15, 1880. 81 m. from May 10, 1881.	72
.....	82 08	.....	5,648 68	.....	4,723 36	.....	July 1, '81	Formerly 28.12 m., at \$92.08. .41 m. decrease. In Apr. and Aug., 1881.	73
.....	50 45	.....	4,191 16	.....	2,048 26	.....	July 1, '82	.09 m. decrease	74
.....	89 61	.....	24,836 38	.....	17,887 71	.....	July 1, '82	Curtailed to end at Cheyenneville from July 1, '82. 33.96 m. from Feb. 8, 1882., 25.39 m. from Mar. 1, 1882. Formerly 92.88 m., at \$112.01; 126.84 m., at \$128.25.	75
.....	118 85	.....	19,001 81	.....	16,561 74	.....	June 1, '81	47.40 m., from Feb. 1, '81. In Sept., 1881.	76
.....	42 75	.....	4,531 94	.....	1,910 92	.....	July 1, '82	.16 m. decrease	77
12 50	99 18	.....	6,127 45	288 62	6,065 85	.....	July 1, '81	.09 m. increase. r. p. o., on 23.09 m. only.	77a
.....	.....	.....	.....	.....	.....	.....	Sept. 20, '81	New	78
25 00	86 36	25 00	10,507 54	1,155 00	9,154 16	.....	July 1, '82	r. p. o. on 46.20 m. only. .86 m. increase. (40-foot authorized).	79
.....	42 75	.....	3,156 39	.....	1,383 81	.....	July 1, '82	.27 m. decrease	80
.....	90 63	.....	12,719 83	.....	12,327 21	.....	July 1, '81	In April, 1881	81
.....	42 75	.....	10,047 20	.....	2,268 74	.....	Oct. 1, '81	50.01 m. from July 1, '81. In Oct., 1881.	82
.....	76 09½	.....	9,223 58	.....	7,158 25	.....	July 1, '81	.56 m. increase. In Apr., 1881.	83
.....	131 67	.....	30,038 19	.....	28,520 06	.....	July 1, '82	92.88 m. from Jan. 1, 1882.	84
.....	82 08	.....	9,388 56	.....	7,740 96	.....	July 1, '81	2.86 m. increase, main line; branch.	85
.....	.....	.....	.....	.....	.....	.....	Aug. 1, '81	New. In April, 1882.	86
.....	76 95	.....	112 86	.....	173 13	.....	July 1, '81	1.05 m. decrease. In April, 1881.	87

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
88	Colo	38012	.....	Salida, Gunnison.	D. & Rio G. R. W.	74.30	1,193 15		19.4 by 7.4, f. f., a. l.	8.5*	93 20
89	N. J.	7018	.....	Easton, Metuchen.	Lehigh V. R. R.	54	1,166 34		in b. c. ....	19*	92 34
90	N. Y.	6016	.....	Buffalo, Lewiston.	N. Y. Cent. & H. Riv. R. R.	29	1,150 25		in b. c. ....	33.51*	91 49
91	Kan	33026	....	Concordia, Logan.	M. P. R. W. (Cent. Br. Div.)	138.54	1,149 20		29.2 by 9.4, f. f., a. l.	7	91 49
92	Cal..	46011	.....	San Francisco, Cloverdale.	San F. & N. P. R. R.	90	1,142 22		8 by 6, f. f., a. l. .	10.8*	91 49
93	Me..	15	.....	Woolwich, Rockland.	Knox & L. R. R.	48.86	1,106 19		14 by 6.6, (av.), f. f., 2 l.	12	89 78
94	Tex.	31017	.....	Denison City, Minneola.	M. P. R. W.	102.84	1,080 20		50 by 9.2, f. f., a. l.	7	88 92
95	Tex	31009	....	Shreveport, El Paso.	T. & P. R. W.	834.47	1,072 16		20.10 by 9.1½, f. f., d. l., bet'n Marshall and Longview; a. l., residue.	7.7*	88 07
96	Tex.	31011	.....	Whitesborough, Texarkana.	T. & P. R. W.	173.67	985 18		16.10 by 9, f. f., a. l.	7	84 63
97	Dak.	35007	.....	Flandreau, Sioux Falls.	C., M. & St. P. R. W.	39.17	948 21		21 by 9, f. f., a. l. .	6	82 94
98	N. M.	39002	.....	Antonito, Durango.	D. & Rio G. R. W.	171.39	947 15		19.4 by 7.4, f. f., a. l.	7	82 94
99	Kan.	33005	.....	Cherryvale, Hunnewell.	K. C., Law. & So'n K. R. R.	131.19	930 21		18.2 by 8.9, f. f., a. l., to Wellington, 112.70 m.; no r. a. residue.	6	82 08
100	Cal..	46017	.....	Los Angeles, Santa Ana.	C. P. R. R. Co (lessee Los A. & San D. R. R.)	35.23	906 16½		8.4 by 6, f. f., a. l.	7	81 23
101	Tex.	31028	.....	Whitesborough, Fort Worth.	T. P. & M. P. R. W.	72.17	897 18		39.2 by 9.2, f. f., a. l.	7	80 37
102	Utah	41001	.....	Salt Lake City, Frisco.	Utah Cent. R. W.	281	861 17		14.7 by 8.10 to Juab; no r. a. residue.	8.21*	79 52
103	N. Y.	6093	.....	Long Island City to Sag Harbor.	Long Isl'd R. R.	99.67	857 32		17.9 by 6.8, f. f., a. l.	12	78 66
104	Wis.	25038	.....	Milwaukee, Montfort.	Chic. & N. R. W.	146.31	853 23		19.2 by 7.2, f. f., a. l.	9.3*	78 66
105	Colo.	38004	.....	Cucharas, Espanola.	Denver & R. Gr. R. W.	200.82	852 15		19.4 by 7.4, f. f., a. l. to Antonito, 109.50 m.; no r. a. residue.	7	78 66
106	Tex.	31028	.....	Whitesborough, Waco.	T. P. & M. P. R. W.	160.48	848 18		16 by 9, f. f., a. l. .	7	78 66
107	Kans	33011	.....	Newton, Arkansas City.	A., T. & S. F. R. R.	78.56	835 20		13.3 by 9.1½, f. f., a. l.	8.07*	77 81
108	Cal..	46002	.....	San Francisco, Soledad.	Southern Pac. R. R.	142.96	1,272 26		17 by 9, f. f., a. l. .	12.51*	77 30
109	Dak.	35005	.....	Grand Forks, Fargo.	St. P., M. & M. R. W.	78.93	797 20		12.4 by 7.2, f. f., a. l.	7	76 10
110	Tex.	31004	.....	Hempstead, Austin.	H. & Tex. C. R. R.	115.22	766 19		14.8 by 8, f. f., a. l.	13	75 24
111	Kans	33004	.....	Lawrence, Coffeyville.	K. C., L. & S. K. R. R.	141.57	1,189 21		18.2 by 8.9, f. f., a. l. to Cherryvale, 125.10 m.; no r. a. residue.	6	74 56
112	Kans	33030g	33037	Mulvane, Caldwell.	A., T. & S. F. R. R.	38.30	750 20		13.3 by 9.1½, f. f., a. l.	6	74 30

States and Territories in which the contract term expired June 30, 1832, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	.....	.....	.....	.....	.....	.....	Sept. 20, '81	43 m. from Aug. 16, 1881 ; 32.75 m. from Sept. 20, '81. 1.45 m. increase. New.	83
.....	.....	.....	.....	.....	.....	.....	Aug. 1, '81	New. In Dec., 1881 .....	89
.....	82 93½	.....	2, 653 21	.....	2, 405 11	.....	July 1, '81	In April, 1881 .....	90
.....	82 94	.....	12, 675 02	.....	9, 455 99	.....	July 1, '82	24.92 m. from Mar. 16, '82. .39 m. decrease.	91
.....	73 53	.....	8, 234 10	.....	6, 617 70	.....	July 1, '82	.....	92
.....	86 36	.....	4, 386 65	.....	4, 331 92	.....	July 1, '81	In April, 1881 .....	93
.....	97 47	.....	9, 144 53	.....	10, 047 20	.....	July 1, '82	24 m. decrease .....	94
.....	129 11	.....	78, 491 77	.....	42, 021. 43	.....	July 1, '82	67.10 m. from Aug. 1, '81 ; 386.40 m. from Jan. 1, '82 ; 55.50 m. from Apr. 15, '82.	95
.....	71 82	.....	14, 701 16	.....	11, 147 90	.....	July 1, '82	17.69 m. from Sept. 1, '81 ; .78 m. increase.	96
.....	.....	.....	.....	.....	.....	.....	Mar. 1, '82	19.50 m. from July 1, '81 ; 19.67 m. from July 1, '82.	97
.....	59 00	.....	14, 215 08	.....	3, 770 10	.....	July 1, '82	22.60 m. from July 1, '81 ; 85.20 m. from Aug. 16, '81 ; .31 m. decrease.	98
.....	79 52	.....	10, 768 07	.....	10, 444 15	.....	July 1, '82	.15 m. decrease .....	99
.....	61 56	.....	2, 861 73	.....	2, 132 43	.....	July 1, '82	.59 m. increase .....	100
.....	.....	.....	.....	.....	.....	.....	June 20, '81	In Oct., 1881 .....	101
.....	98 06	.....	22, 345 12	.....	19, 776 61	.....	July 1, '82	Formerly 105.03 m. at \$78.66, and 137.76 m. at \$56.43. Routes 41001, 41002, and 41003 consolidated.	102
.....	51 30	.....	7, 840 04	.....	3, 650 25	.....	Aug. 1, '81	35.25 m., formerly at \$49.59. Routes 6049 and 6093 consolidated. Weighings of Apr. and Aug., 1881, combined.	103
.....	.....	.....	.....	.....	.....	.....	Feb. 10, '82	64.60 m. from Oct. 15, '81 ; 81.71 m. from Feb. 10, '82. New. In Apr., 1882.	104
.....	82 94	.....	15, 796 50	.....	16, 603 75	.....	July 1, '82	.63 m. increase .....	105
.....	80 37	.....	12, 623 35	.....	5, 800 30	.....	July 1, '82	87.97 m. from Dec. 15, 1881 ; .34 m. increase.	106
.....	70 11	.....	6, 112 75	.....	5, 527 57	.....	July 1, '82	.28 m. increase .....	107
.....	73 19	.....	11, 050 80	.....	10, 524 72	.....	July 1, '82	.84 m. decrease .....	108
.....	.....	.....	.....	.....	.....	.....	Apr. 1, '81	2.87 m. increase. In May, 1882.	109
.....	67 54	.....	8, 669 15	.....	7, 780 60	.....	July 1, '82	.02 m. increase .....	110
.....	71 82	.....	10, 555 45	.....	10, 112 26	.....	July 1, '82	.77 m. increase .....	111
.....	66 69	.....	2, 849 13	.....	2, 546 89	.....	July 1, '82	.11 m. increase. Formerly branch of route 33011.	112

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dolls.</i>
113	Pa ..	8027	.....	Lancaster, Middletown.	Penn. R. R.	31.64	747 21		r.a. apt., 11 by 8.6, 12.15 m., Lancaster to Columbia.	20.30*	74 39
114	N. M.	39001	.....	Lamy Station (n. o.), Santa Fé.	A., T. & S. F. R. R.	18.63	746 18		no apt. ....	14	74 39
115	Me..	3	.....	Farmington, Brunswick.	Me. Cent. R. R.	67.89	729 18		16 by 6.7, f. f., a. l. 36.36 m., d. l. 19.73 m.	14.55*	73 53
116	Kans	33007	.....	Saint Joseph, Grand Island.	St. Jos. & W. R. R.	252.88	722 20		20 by 9.4, f. f., a. l.	7	73 53
117	Kans	33012	.....	Atchison, Columbus.	B. & M. R. R. in Nebr.	221.36	720 16		19.6 by 8.6; 8 by 7, f. f., a. l.	6	73 53
118	Ark.	29003	.....	Argenta, Fort Smith.	L. R. & Ft. S. R. W.	157.15	1,156 20		18 by 9, f. f., a. l.	6	73 19
119	Kans	33002	.....	Lawrence, Leavenworth.	U. P. R. W.	32.34	715 25		18.2 by 8.9, f. f., a. l.	7	72 68
120	Tex.	31027	.....	Galveston, Belton.	Gulf, Col. & S. F. R. R.	226.90	693 25		13 by 7, f. f., a. l.	7	71 82
121	Cal..	46031	.....	San Francisco, Santa Cruz.	So. Pac. C. R. R.	83.15	682 23		8 by 7.6, f. f., a. l.	13	71 82
122	Tex.	31005	.....	Bremond, Cisco.	Hous. & T. C. R. R.	197.66	667 18		14 by 8.8, f. f., a. l.	9.9*	70 97
123	N. H.	1007	.....	Wing Road, Fabyan House.	Bos., C. & M. R. R.	13.54	656 24		13.7 by 6.7, f. f., a. l.	24	70 11
124	Minn	26021	.....	White Bear Lake, Angus.	Minn. & St. L. R. W.	275.26	648 18		14.10 by 9, f. f., a. l. between Minneapolis and Angus. 280.23 m.; no r. a. residue.	8.25*	70 11
125	Cal..	46008	.....	Valley Junction, Calistoga.	Cal. Pac. R. R.	43.87	645 22		10 by 8.10, f. f., d. l.	12.71	70 11
126	N. J.	7005	.....	Camden, Monmouth Junction.	Penn. R. R.	53.32	642 35		11 by 8, f. f., a. l.	8.69*	70 11
127	Cal..	46012	.....	Stockton, Milton.	Stockton & C. R. R.	30.09	640 16		10 by 8.9, f. f., a. l.	8.99*	70 11
128	Cal..	46019	.....	Colfax, Nevada City.	Nev. Co. N. G. R. R.	23.09	638 12		no r. a. ....	14	69 26
129	Ark.	29005	.....	Malvern Junction, Hot Springs.	Hot Spr'gs R. R.	25.90	637 18		8 by 4; no r. a. ....	14	69 26
130	Mo..	28040	.....	Pleasant Hill, Carthage.	Mo. Pac. R. W.	115.46	634 25		20 by 8.2, f. f., a. l.	9.5*	69 26
131	La ..	30002	.....	New Orleans, Port Allen.	N. O. Pac. R. W.	98	615 19		16.10 by 9.2, f. f., a. l.	6.50*	68 40
132	Wis.	25004	.....	Milton Junction, Shullsburgh.	C., M. & St. P. R. W.	76.21	614 20		17 by 7.7, f. f., a. l. to Gratiot, 64.30 m. No r. a. residue.	10.8*	68 40
133	Iowa	27003	.....	Cedar Rapids, Emmittsburgh.	B., C. R. & N. R. W.	184.05	609 22		20 by 9.4, f. f., a. l.	6	68 40
134	Kans	3030a 33031		Paola, Leroy Junction (n.o.).	M. P. R. W.	61.40	603 25		20 by 8.2, f. f., a. l.	6	68 40

States and Territories in which the contract term expired June 30, 1882, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	67 53	.....	2, 853 69	.....	2, 073 80	.....	Oct. 31, '81	.14 m. increase. 60 days in Feb. and Mar., 1882.	113
.....	.....	.....	.....	.....	.....	.....	Apr. 1, '80	New. In June, 1881.....	114
.....	86 95	.....	4, 991 95	.....	5, 533 02	.....	July 1, '81	Formerly 51 m. at \$76.95. 1.61 m. decrease. In Apr., 1881.	115
.....	70 11	.....	15, 264 71	.....	14, 450 12	.....	July 1, '82	Formerly 226.50 m. at \$58.09; 226.50 m. at \$58.83. 1.48 m. increase. In Apr., 1882.	116
.....	68 40	.....	16, 276 60	.....	15, 136 92	.....	July 1, '82	.06 m. increase.....	117
.....	58 83	.....	12, 233 70	.....	9, 959 83	.....	July 1, '82	2.14 m. decrease.....	118
.....	64 13	.....	2, 350 47	.....	2, 247 75	.....	July 1, '82	2.71 m. decrease.....	119
.....	63 27	.....	16, 295 95	.....	14, 353 43	.....	July 1, '82	.10 m. increase.....	120
.....	47 03	.....	5, 971 83	.....	3, 839 06	.....	July 1, '82	.18 m. decrease.....	121
.....	62 42	.....	14, 027 93	.....	6, 072 81	.....	July 1, '82	52.57 m. from July 18, 1881; 47.91 m. from Sept. 26, 1881. 10 m. decrease.	122
.....	49 59	.....	949 28	.....	669 46	.....	July 1, '81	Weighing for May and Aug., 1881, combined.	123
.....	71 82	.....	19, 298 47	.....	16, 193 97	.....	Apr. 1, '82	49.78 m. from Feb. 20, 1882. In Apr., 1882.	124
.....	67 55	.....	3, 075 72	.....	2, 965 44	.....	July 1, '82	.03 m. decrease.....	125
.....	67 54½	.....	3, 738 26	.....	3, 617 71	.....	July 1, '81	.24 m. decrease. In Apr., 1881. Main route; branches, \$46.17, \$38.47½.	126
.....	64 98	.....	2, 109 60	.....	1, 949 40	.....	July 1, '82	.09 m. increase.....	127
.....	49 59	.....	1, 599 21	.....	1, 131 14	.....	July 1, '82	.28 m. decrease.....	128
.....	53 87	.....	1, 793 83	.....	1, 352 67	.....	July 1, '82	.79 m. increase.....	129
.....	.....	.....	.....	.....	.....	.....	See dates.	38.97 m. from Oct. 11, 1880; 30 m. from Apr. 3, 1881; 24.30 m. from Sept. 22, 1881; 22.19 m. from Dec. 23, 1881. In Mar., 1882.	130
.....	42 75	.....	6, 703 20	.....	2, 749 68	.....	July 1, '82	32.39 m. from Aug. 1, 1881. 1.29 m. increase.	131
.....	47 88	.....	5, 212 76	.....	3, 940 64	.....	Apr. 1, '82	33.50 m. from Oct. 20, 1881. In April, 1882.	132
.....	56 43	.....	11, 138 25	.....	2, 846 89	.....	Apr. 1, '82	Lap from Cedar Rapids to Vinton, 21.21 m.; 26.34 m. from Dec. 20, 1880; 28.36 m. from Jan. 20, 1881; 5.52 m. from Oct. 15, 1881; 47.67 m. from Jan. 16, 1882. In April, 1882.	133
.....	42 75	.....	4, 199 76	.....	2, 599 20	.....	.....	July 1, 1882. .60 m. increase.	134

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
163	Kans	33009	.....	Junction City, Parsons.	M. P. R. W.	157.86	826 25		15.8 by 7.2, f. f., s. l.	6	62 25
164	Wash	43001	.....	Kalama, Carbonado.	N. P. R. R.	139.83	812 23		22.6 by 9, f. f., s. l., to New Tacoma, 105 m.; no r. a. residue.	6	61 26
165	N. Y.	6094	.....	Long Island City, White-stone.	L. I. R. R.	12	469 23		in b. c. ....	12	61 56
166	Va..	11025	.....	Orange, Gordonsville.	V. M. R. W.	9.79	458 14		in b. c. ....	9.50*	60 71
167	Kans	33019	.....	Ottawa, Burlington.	K. C., L. & S. K. R. R.	46.95	456 20		18.2 by 8.9, f. f., s. l.	6	60 71
168	Nebr	34008	.....	Valley, Stromsburg.	O. & R. V. R. R.	90.86	442 ...		12.2½ by 6 10, f. f., s. l.	8.5*	59 85
169	Ill...	23024	.....	Peoria, Evansville.	P., D. & E. R. W.	250.53	441 23		19.9 by 9.4, f. f., s. l.	6	59 85
170	Cal..	46016	.....	San Francisco, Duncan's Mills.	N. P. C. R. R.	80.50	429 16		8 by 6, f. f., s. l. ...	7.30*	59 00
171	N. Y.	6019	.....	Dunkirk, Titusville.	N. Y. C. & H. R. R. R.	91.16	428 22		12.6 by 6.7, f. f., s. l.	9.62*	59 00
172	Ohio.	21060	.....	Columbia, Hamersville.	Cin. & P. R. R.	36	425 15		10.2 by 5.2, f. f., s. l.	12	58 14
173	Mo..	28036	.....	Fort Scott, Springfield.	Kan. City, Ft. Scott & Gulf R. R.	105.42	422 20		14 by 9.2, f. f., s. l. ...	6	58 14
174	Minn	26010	.....	Hastings, Aberdeen.	Chic., M. & St. P. R. W.	312.96	693 17		19 by 9, f. f., s. l. ...	6	57 46
175	Dak.	35011a	35011	Grand Forks, Grafton.	St. P., M. & M. R. W.	40.95	399 20		12.4 by 7.2, f. f., s. l.	7	56 43
176	Kans	33017	.....	Florence, Douglas.	A., T. & S. F. R. R.	54.58	397 15		12 by 7.7, f. f., s. l.	6	56 43
177	N. J.	7005	.....	Jamesburgh to South Amboy.	Penn. R. R.	14.20	397 26		s. l. ....	10.10*	56 43
178	Cal..	46005	.....	Sacramento City to Folsom City.	S. & P. R. R.	22.23	388 16		6.6 by 6, f. f., s. l.	12	55 58
179	Minn	26020	.....	Worthington, Salem.	W. & Sioux Falls R. R.	101.79	387 20		11.10 by 9.3, f. f., s. l.	6	55 58
180	Kans	33030	.....	Florence, Ellenwood.	A., T. & S. F. R. R.	98.87	373 25		13.3 by 9½, f. f., s. l.	6	54 72
181	Kans	33025	.....	Solomon City, Beloit.	Solomon R. R.	57.83	372 14		16 by 8, f. f., s. l. ...	7	54 72
182	Nev.	45004	.....	Mound House, Candalaria.	Carson & Col. R. R.	158.96	361 15		no r. a. ....	7	53 87
183	Oreg	44002	.....	Portland, Corvallis.	Oregon & C. K. R.	97.85	360 14		10 by 8.10, f. f., s. l.	6	53 87
184	N. J.	7004	.....	Princeton Junction, Princeton.	Penn. R. R.	3.37	343 30		in b. c. ....	36	52 16
185	Colo.	38010	.....	Canon City, West Cliff.	D. & R. G. R. W.	31.20	341 15		no r. a. ....	7	52 16
186	Colo.	38011	.....	Alamosa, Del Norte.	....do ....	31.82	333 15		no r. a. ....	7	52 16
187	Nebr	34003	.....	Omaha, Covington.	C., S. P., M. & O. R. W.	127.61	343 20		11.4 by 9.3½, f. f., s. l.	12	51 16
188	Kans	33023	.....	Emporia, Howard.	A., T. & S. F. R. R.	76.59	315 12		12 by 7.7, f. f., s. l.	6	50 45
189	Cal..	46006	.....	Suisun, Napa Junction.	C. P. R. R.	13.01	313 26		no r. a. ....	7	50 45
190	Tex.	31013	.....	Jefferson, Greenville.	M. P. R. W.	121.46	303 15		14 by 6, f. f., s. l. ...	6	49 59
191	Nebr	34015	.....	Grand Island, Saint Paul.	O. & R. V. R. R.	22.99	300 ...		no r. a. ....	6	49 59

States and Territories in which the contract term expired June 30, 1882, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	54 04	.....	9,826 78	.....	8,508 05	.....	July 1, '82	.42 m. increase.....	163
.....	50 61	.....	8,607 93	.....	8,625 59	.....	July 1, '82	3.50 m. from Nov. 1, 1881.	164
.....	42 75	.....	788 72	.....	.....	.....	July 1, '81	41.46 m. covered by route 6,093. Main route; branch.	165
.....	.....	.....	.....	.....	.....	.....	Jan. 16, '81	In Jan., 1882. New ....	166
.....	66 69	.....	2,850 33	.....	3,137 76	.....	July 1, '82	.10 m. decrease.....	167
.....	53 61	.....	5,487 97	.....	4,812 24	.....	July 1, '82	.08 m. increase.....	168
.....	58 14	.....	14,994 22	.....	9,448 48	.....	Oct. 1, '81	57.96 m. from Apr. 1, 1881. In Oct., 1881.	169
.....	52 16	.....	4,749 50	.....	4,197 31	.....	July 1, '82	.03 m. increase.....	170
.....	48 73½	.....	5,378 44	.....	4,442 67	.....	July 1, '81	In Apr., 1881 .....	171
.....	43 61	.....	2,034 90	.....	934 56	.....	May 1, '82	7.65 m. from July 25, 1881; 5.95 m. from Jan. 16, 1882. In May, 1882	172
.....	.....	.....	.....	.....	.....	.....	See dates.	23.93 m. from Dec. 1, 1880; 12.34 m. from Dec. 16, 1880; 31.72 m. from Jan. 16, 1881. New. In Oct., 1881.	173
.....	54 04	.....	19,564 57	.....	10,987 41	.....	Apr. 1, '82	110.16 m. from Aug. 16, 1881, at \$71.52. In Apr. 1882.	174
.....	.....	.....	.....	.....	.....	.....	Feb. 1, '82	.21 m. increase. New. In May, 1882.	175
.....	42 75	.....	3,079 94	.....	1,314 56	.....	July 1, '82	24.02 m. from Dec. 1, 1881. 19 m. decrease.	176
.....	38 47½	.....	801 30	.....	575 20	.....	July 1, '81	Branch; .75 m. decrease. In Apr., 1881.	177
.....	54 72	.....	1,235 54	.....	1,269 50	.....	July 1, '82	.97 m. decrease .....	178
.....	50 45	.....	3,505 43	.....	3,181 88	.....	June 1, '81	Extension to Salem 38.72 m. not weighed. In June, 1881.	179
.....	47 63	.....	5,410 16	.....	3,696 08	.....	July 1, '82	19.76 m. from Nov. 15, 1881. .52 m. increase.	180
.....	49 69	.....	8,164 45	.....	2,821 67	.....	July 1, '82	93 m. increase .....	181
.....	.....	.....	.....	.....	.....	.....	See dates.	100 m. from July 16, 1881; 58.80 m. from Mar. 15, 1882. .16 m. increase.	182
.....	53 01	.....	5,271 17	.....	4,771 36	.....	July 1, '82	47.54 m., formerly at \$42 75. Route 44004 consolidated with this route. 1.36 m. decrease	183
.....	47 03	.....	175 77	.....	158 49	.....	July 1, '81	Branch; main route. In April, 1882.	184
.....	.....	.....	.....	.....	.....	.....	Aug. 16, '82	2.30 m. decrease .....	185
.....	.....	.....	.....	.....	.....	.....	Aug. 16, '81	New. .32 m. increase ..	186
.....	46 17	.....	6,528 52	.....	2,232 31	.....	Oct. 1, '81	16.30 m. from Mar. 1, 1880; 62.96 m. from Jan. 20, 1881. In October, 1881.	187
.....	44 46	.....	3,863 96	.....	3,383 40	.....	July 1, '82	.49 m. increase.....	188
.....	77 81	.....	656 35	.....	1,011 53	.....	July 1, '82	.01 m. increase.....	189
.....	53 87	.....	6,023 20	.....	6,581 83	.....	July 1, '82	.72 m. decrease.....	190
.....	42 75	.....	1,140 07	.....	967 00	.....	July 1, '82	.37 m. increase.....	191



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
192	Ia...	27061	.....	Bethany Junction (n. o.), Albany.	C., B. & Q. R. R.	47.26	298	20	10.6 by 6.7, f. f., a. l.	15*	49 59
193	Mich	24049	.....	Saint Clair Junction (n. o.), Saginaw.	F. & P. M. R. R.	3.54	294	10	no apt.; no r. a..	24	48 74
194	N.Y.	6015	.....	Buffalo, Lockport.	N. Y. C. & H. R. R.	22	290	30	in b. c.....	18	48 74
195	N.J.	7005	.....	Bordentown, Trenton.	Penn. R.R.	6.04	287	18	in b. c.....	18	48 74
196	S.C.	14007	.....	Chester, Lincoln.	C. & L. N. G. R. R.	65.17	281	14	11.8 by 6.10, f. f., a. l.	6	47 98
197	Utah	41008	.....	Echo City, Park City.	E. & P. C. R. R.	28.45	277	20	no r. a.....	14	47 88
198	Fla..	16011	.....	Waldo, Ocala...	Penin. R.R.	47.26	273	20	no apt.; no r. a..	6	47 88
199	Cal..	46029	.....	Niles Junction, San José.	C. P. R. R.	18.37	270	30	no r. a.....	.....	47 03
200	Tex.	31015	.....	Henderson, Overton.	I. & G. N. R. R.	16.57	262	10	no apt.....	7	47 03
201	Colo	38002	.....	Brighton, Boulder.	D & B. V. R. R.	27.69	260	22	no apt.....	6	47 03
202	Colo	38015	.....	Mears, Hauman.	D. & R. G. R. W.	27.33	260	15	19 by 7.4; no r. a..	7	47 03
203	Kans	33030b	33032	Jamestown, Burr Oak.	M. P. R. W. (C. Br Div.)	33.90	256	12	17.6 by 9.4; no r. a..	6	46 17
204	Wis.	25028	.....	Hudson, Gunderson.	C. S. P. M. & O. R. W.	124.95	255	19	8 by 6.8; no r. a..	6	46 17
205	Wash	43003	.....	Olympia, Tinino.	O. & C. V. R. R.	16.05	254	16	no r. a.....	6	46 17
206	Mo..	28044	.....	Bigelow, Burlington Junc.	K. C., St. J. & C. B. R. R.	32.39	250	24	11.4 by 6.6, f. f., a. l.	6	46 17
207	Minn	26009	.....	Mendota, Minneapolis.	C. M. & St. P. R. W.	8.79	246	12	no r. a.....	12	45 32
208	Cal..	46018	.....	Visalia, Goshen (n. o.).	Visalia R.R.	7.33	243	10	no r. a.....	14	45 32
209	Nebr	34012	.....	Columbus, Norfolk.	O. N. & B. H. R. R.	50.74	233	...	9 by 5, f. f., a. l....	7 09*	44 46
210	N. J.	7043	.....	Keyport, Freehold.	F. & N. Y. R. W.	14.22	233	25	in b. c.....	16.84*	44 46
211	Minn	26033	.....	Wyoming, Taylor's Falls.	St. P. & D. R. R.	21.14	232	10	no r. a.....	6	44 46
212	Kans	33030c	33033	Ossawatimie, Ottawa.	M. P. R. W.	21.40	228	25	16.4 by 8.8; no r. a..	6	44 46
213	Kans	33030d	33034	Burlingame, Manhattan.	M. A. & B. R. W.	57.21	227	15	10 by 7, f. f., a. l...	6	44 46
214	Kans	33030e	33035	Wellington, Harper.	K. C., L. & S. K. R. R.	35.89	221	15	18.2 by 8.9; no r. a..	6	43 61
215	Kans	33013	.....	Leavenworth, Miltonvale.	K. C. R. R.	168.02	218	17	10.2 by 5.11, f. f., a. l.	6	43 61
216	Ohio	21061	.....	Toledo, Dayton	T., D. & B. R. R.	168.65	216	25	6 1 by 5.10, f. f., a. l.	12	43 61
217	Mich	24020	.....	Toledo, South Lyon.	T., A. A. & G. T. R. W.	61.91	214	20	10.6 by 7, f. f., a. l.	10.4*	43 61
218	Ark.	29010	.....	Gurdon, Camden.	St. L., I. M. & S. R. W.	34.28	214	12	no apt.....	6	43 61
219	Cal..	46009	.....	Marvsville, Oroville.	C. N. R. R., N. D. Rideout, purchaser	27.50	213	20	no r. a.....	7	43 61
220	Mo..	28045	.....	Delta (n. o.), Cape Girardeau.	C. G. R. W.	14.81	213	12	locked room.....	13	43 61
221	Ky.	20027	.....	Ashland, Peach Orchard.	C. R. W. ...	43.39	212	12	10 by 5.6, f. f., a. l.	6	43 61

States and Territories in which the contract term expired June 30, 1882, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	42 75	.....	2,343 62	.....	1,296 20	.....	June 1, '82	16.93 m. from Nov. 1, 1882. In June, 1882.	192
.....	.....	.....	.....	.....	.....	.....	Mar 1 '82	In April, 1882. New....	193
.....	42 75	.....	1,072 28	.....	940 50	.....	July 1, '81	In April, 1881 .....	194
.....	46 17	.....	294 88	.....	823 19	.....	.....	96 m. decrease. Br'ch; main route, \$67.54½ ( ) In Apr. 1881.	195
.....	43 61	.....	3,126 85	.....	2,222 80	.....	Oct. 1, '81	14.20 m. from May 23, 1881. In Oct., 1881.	196
.....	.....	.....	.....	.....	.....	.....	May 2, '81	New .....	197
.....	53 87	.....	863 94	.....	973 43	.....	May 16, '81	In Oct., 1881. New....	198
.....	42 75	.....	779 28	.....	668 90	.....	July 1, '82	.30 m. increase .....	199
.....	42 75	.....	1,302 26	.....	1,186 31	.....	July 1, '82	1.04 m. increase .....	200
.....	42 75	.....	1,302 26	.....	1,186 31	.....	July 1, '82	.06 m. decrease .....	201
.....	.....	.....	.....	.....	.....	.....	Nov. 25, '81	Extension to Hanmann. Not weighed. .50 m. decrease.	202
.....	43 61	.....	1,565 16	.....	1,480 56	.....	July 1, '82	.05 m. decrease .....	203
.....	42 75	.....	5,768 94	.....	3,584 58	.....	Apr. 1, '82	41 10 m. from Aug. 20, 1881. In Apr. 1882.	204
.....	42 75	.....	741 02	.....	654 50	.....	July 1, '82	.74 m. increase .....	205
.....	.....	.....	.....	.....	.....	.....	Dec. 20, '80	New. In Mar., 1882 ....	206
.....	.....	.....	.....	.....	.....	.....	Feb. 1, '81	Branch; main route not weighed. In Apr., 1882.	207
.....	42 75	.....	332 19	.....	357 81	.....	July 1, '82	1.04 m. decrease .....	208
.....	42 75	.....	2,255 90	.....	2,166 14	.....	July 1, '82	.07 m. increase .....	209
.....	42 75	.....	632 22	.....	604 48	.....	July 1, '81	.08 m. increase. In July, 1881.	210
.....	.....	.....	.....	.....	.....	.....	Jan. 20, '81	In Apr., 1882 .....	211
.....	47 88	.....	951 44	.....	1,029 42	.....	July 1, '82	.10 m. decrease .....	212
.....	47 03	.....	2,543 55	.....	2,695 29	.....	July 1, '82	.10 m. decrease .....	213
.....	42 75	.....	1,565 16	.....	1,532 16	.....	July 1, '82	.05 m. increase .....	214
.....	42 75	.....	6,521 87	.....	5,069 29	.....	July 1, '82	30.97 m. from Jan 2, 1882; 18.47 m. extension to Miltonvale; not weighed.	215
.....	.....	.....	.....	.....	.....	.....	July 1, '81	In Aug., 1881 .....	216
.....	42 75	.....	2,690 89	.....	1,972 21	.....	Apr. 1, '82	15.76 m. from Nov. 1, 1881. In Apr., 1882.	217
.....	.....	.....	.....	.....	.....	.....	Dec. 1, '81	New .....	218
.....	47 88	.....	1,199 27	.....	1,436 40	.....	July 1, '82	2.50 m. decrease .....	219
.....	.....	.....	.....	.....	.....	.....	Feb. 8, '81	New. In Jan., 1882 .....	220
.....	.....	.....	.....	.....	.....	.....	See dates.	31.33 m. from Mar. 16, 1881; 12.06 m. from Feb. 15, 1882. In Mar., 1882.	221

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
192	Ia...	27061	.....	Bethany Junction (n. o.), Albany.	C., B. & Q. R. R.	47.26	298 20		10.6 by 6.7, f. f., a. l.	15*	49 59
193	Mich	24049	.....	Saint Clair Junction (n. o.), Saginaw.	F. & P. M. R. R.	3.54	294 10		no apt.; no r. a..	24	48 74
194	N. Y.	6015	.....	Buffalo, Lockport.	N. Y. C. & H. R. R.	22	290 30		in b. c. ....	18	48 74
195	N. J.	7005	.....	Bordentown, Trenton.	Penn. R. R.	6.04	287 18		in b. c. ....	18	48 74
196	S. C.	14007	.....	Chester, Lincoln.	C. & L. N. G. R. R.	65.17	281 14		11.8 by 6.10, f. f., a. l.	6	47 98
197	Utah	41008	.....	Echo City, Park City.	E. & P. C. R. R.	28.45	277 20		no r. a. ....	14	47 88
198	Fla...	16011	.....	Waldo, Ocala...	Penin. R. R.	47.26	273 20		no apt.; no r. a..	6	47 88
199	Cal...	46029	.....	Niles Junction, San José.	C. P. R. R.	18.37	270 30		no r. a. ....	.....	47 03
200	Tex.	31015	.....	Henderson, Overton.	I. & G. N. R. R.	16.57	262 10		no apt. ....	7	47 03
201	Colo	38002	.....	Brighton, Boulder.	D. & B. V. R. R.	27.69	260 22		no apt. ....	6	47 03
202	Colo	38015	.....	Mears, Hauman.	D. & R. G. R. W.	27.83	260 15		19 by 7.4; no r. a.	7	47 03
203	Kans	33030b	33032	Jamestown, Burr Oak.	M. P. R. W. (C. Br Div.)	33.90	256 12		17.6 by 9.4; no r. a.	6	46 17
204	Wis.	25028	.....	Hudson, Gunderson.	C. S. P. M. & O. R. W.	124.95	255 19		8 by 6.8; no r. a..	6	46 17
205	Wash	43003	.....	Olympia, Tinino.	O. & C. V. R. R.	16.05	254 16		no r. a. ....	6	46 17
206	Mo...	28044	.....	Bigelow, Burlington Junc.	K. C., St. J. & C. B. R. R.	32.39	250 24		11.4 by 6.6, f. f., a. l.	6	46 17
207	Minn	26009	.....	Mendota, Minneapolis.	C. M. & St. P. R. W.	8.79	246 12		no r. a. ....	12	45 32
208	Cal...	46018	.....	Visalia, Goshen (n. o.).	Visalia R. R.	7.33	243 10		no r. a. ....	14	45 32
209	Nebr	34012	.....	Columbus, Norfolk.	O. N. & B. H. R. R.	50.74	233 ...		9 by 5, f. f., a. l....	7 09*	44 46
210	N. J.	7043	.....	Keyport, Freehold.	F. & N. Y. R. W.	14.22	233 25		in b. c. ....	16.84*	44 46
211	Minn	26033	.....	Wyoming, Taylor's Falls.	St. P. & D. R. R.	21.14	232 10		no r. a. ....	6	44 46
212	Kans	33030c	33033	Omaawatomie, Ottawa.	M. P. R. W.	21.40	228 25		16.4 by 8.8; no r. a.	6	44 46
213	Kans	33030d	33034	Burlingame, Manhattan.	M. A. & B. R. W.	57.21	227 15		10 by 7, f. f., a. l...	6	44 46
214	Kans	33030e	33035	Wellington, Harper.	K. C. L. & S. K. R. R.	35.89	231 15		18.2 by 8.9; no r. a.	6	43 61
215	Kans	33013	.....	Leavenworth, Miltonvale.	K. C. R. R.	168.02	218 17		10.2 by 5.11, f. f., a. l.	6	43 61
216	Ohio	21061	.....	Toledo, Dayton	T., D. & B. R. R.	168.65	216 25		6 1 by 5.10, f. f., a. l.	12	43 61
217	Mich	24020	.....	Toledo, South Lyon.	T., A. A. & G. T. R. W.	61.91	214 20		10.0 by 7, f. f., a. l.	10.4*	43 61
218	Ark.	29010	.....	Gurdon, Camden.	St. L., I. M. & S. R. W.	34.28	214 12		no apt. ....	6	43 61
219	Cal...	46009	.....	Marysville, Oroville.	C. N. R. R., N. D. Rideout, purchas'r	27.50	213 20		no r. a. ....	7	43 61
220	Mo...	28045	.....	Delta (n. o.), Cape Girardeau.	C. G. R. W.	14.81	213 12		locked room. ....	13	43 61
221	Ky.	20027	.....	Ashland, Peach Orchard.	C. R. W. ...	43.39	212 12		10 by 5.6, f. f., a. l.	6	43 61

States and Territories in which the contract term expired June 30, 1882, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	42 75	.....	2,348 62	.....	1,296 20	.....	June 1, '82	16.93 m. from Nov. 1, 1882. In June, 1882.	192
.....	.....	.....	.....	.....	.....	.....	Mar 1 '82	In April, 1882. New....	193
.....	42 75	.....	1,072 28	.....	940 50	.....	July 1, '81	In April, 1881 .....	194
.....	46 17	.....	294 38	.....	323 19	.....	.....	96 m. decrease. Br'ch; main route, \$67.54½ ( ) In Apr. 1881.	195
.....	43 61	.....	3,126 85	.....	2,222 80	.....	Oct. 1, '81	14.20 m. from May 23, 1881. In Oct., 1881.	196
.....	.....	.....	.....	.....	.....	.....	May 2, '81	New .....	197
.....	53 87	.....	863 94	.....	973 43	.....	May 16, '81	In Oct., 1881. New....	198
.....	42 75	.....	779 28	.....	663 90	.....	July 1, '82	.30 m. increase .....	199
.....	42 75	.....	1,302 26	.....	1,186 31	.....	July 1, '82	1.04 m. increase .....	200
.....	.....	.....	.....	.....	.....	.....	July 1, '82	.06 m. decrease .....	201
.....	.....	.....	.....	.....	.....	.....	Nov. 25, '81	Extension to Haumann. Not weighed. .50 m. decrease.	202
.....	43 61	.....	1,565 16	.....	1,480 56	.....	July 1, '82	.05 m. decrease .....	203
.....	42 75	.....	5,768 94	.....	3,584 58	.....	Apr. 1, '82	41 10 m. from Aug. 20, 1881. In Apr. 1882.	204
.....	42 75	.....	741 02	.....	654 50	.....	July 1, '82	.74 m. increase .....	205
.....	.....	.....	.....	.....	.....	.....	Dec. 20, '80	New. In Mar., 1882 ....	206
.....	.....	.....	.....	.....	.....	.....	Feb. 1, '81	Branch; main route not weighed. In Apr., 1882.	207
.....	42 75	.....	382 19	.....	357 81	.....	July 1, '82	1.04 m. decrease .....	208
.....	42 75	.....	2,255 90	.....	2,166 14	.....	July 1, '82	.07 m. increase .....	209
.....	42 75	.....	632 22	.....	604 48	.....	July 1, '81	.08 m. increase. In July, 1881.	210
.....	.....	.....	.....	.....	.....	.....	Jan. 20, '81	In Apr., 1882 .....	211
.....	47 88	.....	951 44	.....	1,029 42	.....	July 1, '82	.10 m. decrease .....	212
.....	47 03	.....	2,543 55	.....	2,695 29	.....	July 1, '82	.10 m. decrease .....	213
.....	42 75	.....	1,565 16	.....	1,532 16	.....	July 1, '82	.05 m. increase .....	214
.....	42 75	.....	6,521 87	.....	5,069 29	.....	July 1, '82	30.97 m. from Jan 2, 1882; 18.47 m. extension to Miltonvale; not weighed.	215
.....	.....	.....	.....	.....	.....	.....	July 1, '81	In Aug., 1881 .....	216
.....	42 75	.....	2,699 89	.....	1,972 21	.....	Apr. 1, '82	15.76 m. from Nov. 1, 1881. In Apr., 1882.	217
.....	.....	.....	.....	.....	.....	.....	Dec. 1, '81	New .....	218
.....	47 88	.....	1,199 27	.....	1,436 40	.....	July 1, '82	2.50 m. decrease .....	219
.....	.....	.....	.....	.....	.....	.....	Feb. 8, '81	New. In Jan., 1882 .....	220
.....	.....	.....	.....	.....	.....	.....	See dates.	31.33 m. from Mar. 16, 1881; 12.06 m. from Feb. 15, 1882. In Mar., 1882.	221

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>		<i>Dolls.</i>
222	Kan.	33029	.....	Downs, Bull's City.	M. P. R. W. (Central Branch Divis'n.)	24.08	212 20		26 by 8; no r. a.	6	43 61
223	W'ah	43009	.....	Wallula, Pend D'Oreille.	N. P. R. R.	218.69	341 20		no r. a.	7	41 73
224	Minn	26020	.....	Worthington, Salem.	C., St. P., M., & O. R. W.	101.79	209 20		11.9 by 9.4, f. f., a. l. to Sioux Falls, 62.69 m.; no r. a. res.	6	42 75
225	N. Y.	6021	.....	Rochester, Charlotte.	N. Y. C. & H. R. R.	9.00	207 25		in b. c.	17.50*	42 75
226	Va...	11027	.....	Williamson's, Glenwood.	R. & A. R. R.	54.97	204 20		11.4 by 8.10½, f. f., a. l.	6	42 75
227	Tex.	81030	.....	Dallas, Denton.	D. & W. R. W.	37.85	201 18		10.6 by 7.5, f. f., a. l.	7	42 75
228	Ill...	23026	.....	Effingham, Switz City.	C., E., & Q. C. C.	91.09	197 20		10.6 by 7.4, f. f., a. l.	6	42 75
229	N. J.	7026	.....	Sandy Hook, Pemberton Junction.	N. J. S. R. R.	65.00	196 30		8.3 by 6.9, f. f., a. l.	6	42 75
230	Mass	8028	.....	South Framingham, Milford.	B. & A. R. R.	12.81	191 21		in b. c.	24	42 75
231	Ill...	23066	.....	Danville, West Liberty.	D., O., & O. R. R. R.	101.11	186 20		no r. a.	6	42 75
232	Minn	26034	.....	Morris, Brown's Valley.	St. P., M., & M. R. W.	47.26	183 15		no r. a.	6	42 75
233	Ark.	29004	.....	Trippe, Monticello.	L. R., M. R., & T. R. W.	42.50	177 16		14 by 7.3, f. f., a. l.	6	42 75
234	Iowa	27060	.....	Centerville, Albia.	W., St. L., & P. R. W.	27.87	173 30		19 by 8.6, f. f., a. l.	6	42 75
235	Neb.	34018	.....	Norfolk Junction (n. o.), Creighton.	F., E., & M. V. R. R.	42.50	172 18		10 by 7.6, f. f., a. l.	6	42 75
236	Mich	24025	.....	Marlette Junction (n. o.), East Saginaw.	P. H. & N. R. W.	79.60	166 22		9.6 by 5.9, f. f., a. l.	12	42 75
237	Pa...	8081	.....	Pittsburgh, West Brownsville.	Penn. R. R.	54.62	161 21		15 by 8.7, 1 l.	12	42 75
238	Colo	38016	.....	Gunnison, Crested Butte.	D. & R. G. R. W.	28.40	161 15		19 by 7.4; no r. a.	7	42 75
239	Wis.	25037	.....	Merillon, Neillsville.	C., St. P., M., & O. R. W.	15.60	155 14		no r. a.	12	42 75
240	Neb.	34017	.....	Lost Creek, Albion.	O., N. & B. H. R. R.	34.22	154 ...		9 by 5, f. f., a. l.	6	42 75
241	M	39004	.....	Thorne, El Paso	A., T. & S. F. R. R.	77.45	152 25		no r. a.	7	42 75
242	Wis.	25039	.....	Mazo Manie, Prairie du Sac	C., M. & St. P. R. W.	10.23	148 12		no r. a.	6	42 75
243	Colo.	38013	.....	Leadville, Wheeler.	D. & R. G. R. W.	24.50	144 15		no r. a.	7	42 75
244	Fla.	16008	.....	Volusia, Leesburgh.	St. J. & L. E. R. W.	54.75	144 15		no apt.; no r. a.	6	42 75
245	Minn	26029	.....	Lake Crystal, Elmore.	B. E. B. St. P. & S. C. R. R.	43.54	142 20		11.10 by 9.3, f. f., a. l.	6	42 75

States and Territories in which the contract term expired June 30, 1882, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....	42 75	.....	1,060 12	.....	1,297 46	.....	July 1, '82	6.27 m. decrease; route curtailed to begin at Downs, from July 1, 1882.	222
.....	.....	.....	.....	.....	.....	.....	See dates	170 m. from Sept. 20, 1881; 18 m. from Oct. 20, 1881; 30 m. from Dec. 1, 1881; .69 m. from Jan. 5, 1882.	223
.....	55 58	.....	4,351 52	.....	3,181 88	.....	Apr. 1, '82	38.72 m. from Jan. 20, 1881. In Mar., 1882.	224
.....	46 17	.....	384 75	.....	415 53	.....	July 1, '81	In Apr., 1881.	225
.....	.....	.....	.....	.....	.....	.....	See dates	35.90 m. from Mar. 22, 1881; 19.67 m. from Apr. 15, 1881. In Sept., 1881.	226
.....	.....	.....	.....	.....	.....	.....	Sept. 1, '81	New	227
.....	.....	.....	.....	.....	.....	.....	Mar. 1, '81	In Sept., 1881. New	228
.....	63 29	.....	2,778 75	.....	4,113 85	.....	July 1, '81	Main route. In Apr., 1881.	229
.....	46 31½	.....	526 25	.....	557 37	.....	July 1, '81	.01 m. increase. In Apr., 1881.	230
.....	.....	.....	.....	.....	.....	.....	See dates	51.63 m. from Oct. 1, 1881; 49.48 m. from Mar. 25, 1882. In Apr., 1882.	231
.....	.....	.....	.....	.....	.....	.....	Apr. 1, '81	In May, 1882. New	232
.....	.....	.....	.....	.....	.....	.....	July 1, '81	In Oct., 1881. New	233
.....	.....	.....	.....	.....	.....	.....	See dates	16.76 m. from Sept. 1, 1880; 11.17 m. from Mar. 26, 1881. In Oct., 1881.	234
.....	.....	.....	.....	.....	.....	.....	Sept. 1, '81	In Apr., 1882. New	235
.....	.....	.....	.....	.....	.....	.....	See dates	33.56 m. from Mar. 1, 1881; 13.91 m. from Nov. 1, 1881; 11.53 m. from Dec. 20, 1881; 19.60 m. from Mar. 20, 1882. In Apr., 1882.	236
.....	.....	.....	.....	.....	.....	.....	July 1, '81	Pay fixed on 23 32 m. extension to West Brownsville. Weight taken on extension only. In Mar. and Apr., 1882.	237
.....	.....	.....	.....	.....	.....	.....	Jan. 2, '82	.33 m. increase. New	238
.....	.....	.....	.....	.....	.....	.....	Sept. 1, '81	In Apr., 1882. New	239
.....	.....	.....	.....	.....	.....	.....	Apr. 15, '81	New	240
.....	.....	.....	.....	.....	.....	.....	See dates	33.85 m. from July 1, 1881. 43.46 m. from Nov. 1, 1881. .14 m. increase.	241
.....	.....	.....	.....	.....	.....	.....	Feb. 10, '82	In Apr., 1882. New	242
.....	.....	.....	.....	.....	.....	.....	See dates	18.75 m. from Aug. 16, 1881. 5.75 m. from Mar. 16, 1882. New.	243
.....	.....	.....	.....	.....	.....	.....	Feb. 8, '81	In Oct., 1881. New	244
.....	.....	.....	.....	.....	.....	.....	Nov 17, '79	Extension to Elmore. Not weighed. In Jan., 1881.	245

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
246	Iowa	27063	.....	Avoca, Carson	C., R. I. & P. R. R.	17.61	136 12		no r. a. ....	6	42.75
247	Dak.	35010	.....	Huron, Ordway	C. & N. R. W.	91.55	136 10		no r. a. ....	6	42.75
248	Colo.	38009	.....	Poncho Springs, Maysville.	D. & R. G. R. W.	7.28	135 15		no r. a. ....	7	42.75
249	Mo.	28042	.....	Sedalla, Warsaw	S., W. & S. R. W.	42.00	132 14		in b. c. ....	6	42.75
250	Pa.	8070	.....	Rockwood, Johnstown.	S. & C. R. R.	45.37	128 19		12 by 8, f. f., a. l.	6	42.75
251	Iowa	27062	.....	Mt. Zion, Keosauqua.	C., R. I. & P. R. W.	5.02	127 15		no r. a. ....	12	42.75
252	Iowa	27071	.....	Carroll City, Kirkman.	C., R. I. & P. R. W.	34.99	123 17		no r. a. ....	6	42.75
253	Ind.	22039	.....	Fort Branch, Cynthiana.	E. & T. H. R. R.	14.70	122 ..		no apt. ....	12	42.75
254	Mich	24050	.....	Buchanan, Berrien Springs.	St. J. V. R. R.	11.03	116 15		no r. a. ....	12	42.75
255	Tex.	31031	.....	Dallas, Kaufman.	T. T. R. W.	36.25	114 18		no apt.; no r. a.	6	42.75
256	Tex.	31014	.....	Columbus, La Grange.	G., H. & S. A. R. W.	31.61	111 22		in b. c. ....	6	42.75
257	N. J.	7026	.....	Manchester, Barnegat.	N. J. S. R. R.	22.42	114 25		in b. c. ....	11.81*	42.75
258	Ohio	21065	.....	Delphos, Kokomo.	T., D. & B. R. R.	108.32	106 23		5.3 by 5, f. f., a. l.	6	42.75
259	Colo.	35018	.....	Malta, Red Cliff	D. & R. G. R. W.	27.00	106 15		no r. a. ....	7	42.75
260	Ga.	15033	.....	Talbotton, Bostick.	T. R. R. ....	7.20	104 15		no r. a. ....	14	42.75
261	Tex.	31029	.....	Beaumont, Woodville.	S. & E. T. R. W.	55.75	102 14		7.6 by 6, f. f., a. l.	6	42.75
262	Iowa	27059	.....	Menlo, Guthrie Centre.	C., R. I. & P. R. R.	14.78	100 15		no r. a. ....	12	42.75
263	Dak.	35004	.....	Grand Forks, Larimore.	St. P., M. & M. R. W.	28.12	92 15		no r. a. ....	6	42.75
264	Dak	35008	.....	Egan, Howard	C. M. & St. P. R. W.	46.43	91 13		no r. a. ....	6	42.75
265	Iowa	27068	....	Newburgh, State Centre.	G. & M. R. R.	26.88	91 14		no r. a. ....	6	42.75
266	Ill...	23068	.....	Peoria, Farmington.	P. & F. R. W.	24.85	90 12		no r. a. ....	12	42.75
267	Ky..	20026	.....	Shelbyville, Taylorsville.	L. & N. R. R.	16.13	89 15		8.4 by 7.10, f. f., a. l.	12	42.75
268	Dak.	35003	.....	Breckenridge, Durbin.	St. P., M. & M. R. W.	47.98	87 15		17.10 by 8.9 f. f., a. l.	6	42.75
269	Minn	26038	.....	Minneapolis, Winthrop.	M. & St. L. R. W.	71.10	86 11		7.4 by 7, f. f., a. l.	6	42.75
270	N. M.	39005	.....	Deming, El Paso	C. P. R. R. Co., lessee S. P. R. R. of N. Mex.	88.72	85 ..		.....	7	42.75
271	Tenn	19016	.....	Dickson, Graham.	N. & T. R. R.	21	83 ..		no apt. ....	6	42.75
272	Minn	26030	.....	Luverne, Doon	C. St. P., M. & O. R. W.	28.95	81 ..		no r. a. ....	6	42.75
273	Iowa	27067	....	Humeston, Grand River.	H. & S. R. R.	28.92	76 10		no r. a. ....	6	42.75
274	Ga.	15032	.....	Suwanee, Lawrenceville.	L. Br. R. R.	9.9	75 15		in b. c. ....	6	42.75
275	N. Y.	6100	.....	Valley Stream, Oceans.	L. I. R. R.	8.50	74 23		in b. c. ....	12	42.75
276	Pa.	8058	.....	Jeddo, Freeland	L. V. R. R.	3.24	73 25		in b. c. ....	12	42.75
277	Iowa	27054	.....	Atlantic, Griswold.	C., R. I. & P. R. W.	14.88	72 15		no r. a. ....	12	42.75



States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.			
.....							Dec. 20, '80	In Feb., 1882. New ....	246
.....							See dates	40.87 m. from Sept. 1, 1881. 50.68 m. from Nov. 10, 1881. New.	247
.....							July 11, '81	Curtailed to begin at Poncho Springs from July 1, 1882. 5.22 m. decrease. New.	248
.....							Nov. 22, '82	In Sept., 1881. New....	249
.....							May 9, '81	Pay fixed only on 35.90 m. In Dec., 1881.	250
.....							Nov. 15, '80	In Feb., 1881. New ....	251
.....							Feb. 1, '82	In Apr., 1882. New ....	252
.....							Dec. 1, '81	In Mar., 1882. New ....	253
.....							Mar. 1, '82	In Apr., 1882. New ....	254
.....							Sept. 26, '81	New.....	255
.....							May 9, '81	In Oct., 1881. New.....	256
.....	48 78½		958 45		989 82		July 1, '81	2.12 m. from Oct. 15, 1879. Branch. In Apr 1-'81.	257
.....							July 1, '81	26.95 m from Aug. 10, 1881. In Aug., 1881.	258
.....							Jan. 16, '82	Route curtailed to begin at Malta from Mar. 1, 1882. New.	259
.....							May 23, '81	In Oct., 1881. New.....	260
.....							Aug. 15, '81	New .....	261
.....							Aug. 16, '80	In Feb., 1881. New ....	262
.....							Apr. 1, '81	17.02 m. from Mar. 1, 1882. In Mar., 1882.	263
.....							See dates	24.81 m. from July 1, 1881. 21.67 m. from June 10, 1882. .05 m. decrease.	264
.....							Sept. 15, '81	In Apr., 1881. New ...	265
.....							Dec. 20, '81	In Apr., 1882. New ....	266
.....							Mar. 1, '81	In Oct., 1881. New.....	267
.....							Apr. 1, '81	.11 m. increase. In May. 1882. New.	268
.....							Feb. 1, '82	In Apr., 1882. New ....	269
.....							Aug. 15, '81	New.....	270
.....							Mar. 1, '80	In October, 1881. New..	271
.....							Nov. 17, '79	In October, 1881. New..	272
.....							See dates	18 51 m. from Sept. 1, 1881; 10.41 m. from Dec. 1, 1881. In April, 1882.	273
.....							Mar. 16, '81	In October, 1881. New..	274
.....	88 47½		363 37		327 04		July 1, '81	Combined weighings of Apr. and Aug., 1881.	275
.....							July 1, '81	New.....	276
.....							Mar. 10, '80	9.34 m. from Mar. 10, 1880; 5.54 m. from Oct. 18, 1880. In Feb., 1881. New.	277



**H.—Table showing the readjustment of the rates of pay per mile on railroad routes in**

[illegible]

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per an- num for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transpor- tation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dolls.			
							Apr. 20, '81	9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch; main route not weighed. In April, 1882.	278
							Sept. 1, '81	In March, 1881. New ..	279
							May 10, '81	New.....	280
							July 1, '81	Formerly part of route 3041. In April, 1881.	281
							Nov. 1, '80	In Feb., 1881. New ....	282
	45 32		420 66		414 42		July 1, '82	.70 m. increase .....	283
							July 25, '81	In October, 1881. New..	284
	38 48		687 84		619 14		July 1, '82	.....	285
							Aug. 15, '81	In March and April, 1882. New.	286
							May 16, '81	New.....	287
							Mar. 28, '81	In October, 1881. New..	288
	24 20		256 92		205 54		Jan. 1, '82	In January, 1882 .....	289
							Jan. 1, '81	In Sept., 1881. New....	290
							Jan. 20, '81	In Sept., 1881. New....	291
							May 2, '81	In Dec., 1881. New ....	292
							Apr. 1, '81	In April, 1882. New ...	293
							Nov. 1, '81	New.....	294
	29 92		1,752 75		1,226 72		July 1, 82	.....	295
							Mar. 1, '81	In April, 1882. New ...	296
	51 80		554 80		600 21		July 1, '81	In April, 1882. Branch.	297
	24 20		296 60		254 79		July 1, '81	In April, 1881. .31 m. increase.	298
							Mar. 24, '81	138.82 m. from Dec. 10, 1881. 2 m. decrease.	299
							July 1, '82	Formerly part of route 46014.	300
	42 75		283 72		479 65		July 1, '82	Formerly branch of route 46016.	301
	27 36		1,533 91		1,388 52		July 1, '82	.59 m. increase .....	302
	25 65		660 85		566 36		July 1, '82	6 trips in winter .....	303
							Aug. 16, '81	.06 m. increase. New...	304
							July 18, '81	In October, 1881. New..	305
							July 1, '81	In October, 1881. New..	306
							Feb. 15, '82	In May, 1882. Branch; main route, \$111.15.	307
			4,859,230 22		4,049,460 22				
					809,770 00				
			4,859,230 22		4,859,230 22				

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

[illegible]

States and Territories in which the contract term expired June 30, 1882, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.	Order.
Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dolls.			
							Apr. 20, '81	9.49 m. from Sept. 1, 1881; 17.10 m. from Mar. 20, 1882. Branch; main route not weighed. In April, 1882.	278
							Sept. 1, '81	In March, 1881. New ..	279
							May 10, '81	New.....	280
							July 1, '81	Formerly part of route 3041. In April, 1881.	281
							Nov. 1, '80	In Feb., 1881. New ....	282
	45 32		420 66		414 42		July 1, '82	.70 m. increase .....	283
							July 25, '81	In October, 1881. New..	284
	38 48		687 84		619 14		July 1, '82	.....	285
							Aug. 15, '81	In March and April, 1882. New.	286
							May 16, '81	New.....	287
							Mar. 28, '81	In October, 1881. New..	288
	24 20		256 92		205 54		Jan. 1, '82	In January, 1882 .....	289
							Jan. 1, '81	In Sept., 1881. New....	290
							Jan. 20, '81	In Sept., 1881. New....	291
							May 2, '81	In Dec., 1881. New ....	292
							Apr. 1, '81	In April, 1882. New ...	293
							Nov. 1, '81	New.....	294
	29 92		1,752 75		1,226 72		July 1, 82	.....	295
							Mar. 1, '81	In April, 1882. New ...	296
	51 30		554 89		600 21		July 1, '81	In April, 1882. Branch.	297
	24 20		298 60		254 79		July 1, '81	In April, 1881. .31 m. increase.	298
							Mar. 24, '81	138.82 m. from Dec. 10, 1881. 2 m. decrease.	299
							July 1, '82	Formerly part of route 46014.	300
	42 75		883 72		479 65		July 1, '82	Formerly branch of route 46016.	301
	27 36		1,533 91		1,388 52		July 1, '82	.50 m. increase .....	302
	25 65		660 85		566 36		July 1, '82	6 trips in winter, .....	303
							Aug. 16, '81	.06 m. increase. New....	304
							July 18, '81	In October, 1881. New..	305
							July 1, '81	In October, 1881. New..	306
							Feb. 15, '82	In May, 1882. Branch; main route, \$111.15.	307
			4,859,230 22		4,049,460 22				
					809,770 00				
			4,859,230 22		4,859,230 22				

## Index to Table G.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Atlantic and Pacific R. R.	373	39003		Chicago, Milwaukee and Saint Paul Railway	72	26037	
Amador Branch Railway	162	46023		Do.	89	35007	
Annapolis and Elk Ridge R. R.	127	10007		Do.	116	35001	
Atchison, Topeka & Santa Fe R. R.	43	38006		Do.	274	25039	
Do.	100	38006		Do.	318	35008	
Do.	105	39001		Do.	148	35002	
Do.	112	33011		Do.	157	26010	
Do.	121	33030g	33037	Do.	201	26009	
Do.	125	39001		Do.	205	23054	
Do.	192	33030		Do.	220	27034	
Do.	203	33023		Do.	185	25004	
Do.	222	33017		Do.	366	25036	
Do.	270	39004		Do.	379	35009	
Baltimore and Ohio R. R.	17	10003		Chicago, R. Island & Pacific R. R.	78	27017	
Do.	22	12002		Do.	201	27063	
Do.	170	8063		Do.	295	27062	
Do.	342	8063		Do.	311	27059	
Belmont Coal and Railroad Company	368	17018		Do.	335	27054	
Baton Rouge, Grosse Tete and Opelousas R. R.	381	30005		Chicago and Northwestern Railway	97	25038	
Bennington and Rutland R. R.	58	1006		Do.	206	27052	
Do.	64	2015		Do.	282	35010	
Black Diamond Coal Mining Company	339	46033		Do.	296	27071	
Blue Earth Branch of the Saint Paul and Sioux City R. R.	278	26029		Chicago, Saint Paul, Minneapolis and Omaha Railway	152	26020	
Boston and Albany R. R.	10	3025		Do.	171	34003	
Do.	149	3028		Do.	196	34003	
Boston and Providence R. R.	16	3025		Do.	230	25028	
Boston & New York Air Line R. R.	38	5014		Do.	268	25037	
Do.	304	5020		Do.	279	26029	
Boston, Concord & Montreal R. R.	46	1005		Do.	301	34007	
Do.	92	1006		Do.	330	26030	
Do.	175	1007		Chicago, Burlington & Quincy R. R.	225	27061	
Boston and Maine R. R.	257	3014		Chicago and Block Coal R. R. Co.	348	22031	
Do.	376	3013		Chicago and West Michigan Railway	353	24046	
Boston and Lowell Railroad Corporation	294	3017		Cincinnati, New Orleans and Texas Pacific Railway	106	20020	
Burlington, Cedar Rapids and Northern Railway	150	27003		Cincinnati, Effingham and Quincy Construction Company	244	23026	
Burlington & Missouri River R. R.	113	33012		Cincinnati and Portsmouth R. R.	207	21060	
California Pacific R. R.	98	46006		Clinton & Port Hudson R. R. (T. B. Lyons and D. W. Pipes, owners)	347	30006	
Do.	118	46008		Columbus and Rome R. R.	336	15024	
Do.	202	46007		Colorado Central R. R.	51	38017	
Carbondale Branch of the Kansas Pacific Railway	344	33014		Cotton Plant Railway	346	29006	
Cape Girardeau Railway	211	28045		Cumberland Valley R. R.	102	8030	
Carson and Colorado R. R.	159	45004		Do.	254	8071	
Central Pacific R. R.	14	46001		Do.	287	8080	
Do.	32	46010		Do.	355	8071	
Central Pacific R. R. (lessee San Pablo R. R.)	37	46032		Dallas and Wichita Railway	243	31030	
Central Pacific R. R. (lessee Southern Pacific R. R. of Arizona)	89	40001		Danville, Olney and Ohio River R. R.	248	23006	
Central Pacific R. R.	59	46028		Denver Pacific Railway and Telegraph Company	84	38007	
Central Pacific R. R. (lessee Los Angeles and San Diego R. R.)	138	46017		Denver and Boulder Valley R. R.	229	38002	
Central Pacific R. R. (lessee Berkeley Branch R. R.)	315	46024		Denver and Rio Grande Railway	49	38019	
Central Pacific R. R. (lessee Southern Pacific R. R. of New Mexico)	328	39005		Do.	56	38001	
Central Pacific R. R. (lessee Northern Railway)	154	46022		Do.	75	38012	
Central Pacific R. R.	161	45004		Do.	142	39002	
Central Vermont R. R.	35	2002		Do.	167	38011	
Do.	55	2001		Do.	194	38015	
Do.	128	2016		Do.	266	38016	
Central Texas and Northwestern Railway	181	31021		Do.	276	38013	
Central Vermont R. R.	260	2002		Do.	283	38009	
Central Railroad of New Jersey	350	8079		Do.	306	38018	
Cheraw and Chester R. R.	271	14013		Denver and Rio Grande Western Railway	352	41044	
Chester & Lenoir Nar. Gauge R. R.	208	14007		Do.	364	41009	
Champlain and St. Lawrence R. R.	99	6066		Do.	366	41006	
Chattahoochee Railway	212	20027		Eastern R. R.	362	3010	
Chicago, Saint Louis and New Orleans R. R.	30	18001		Echo and Park City R. R.	186	41008	
Do.	40	30001		Elizabeth City and Norfolk R. R.	130	11026	
				Eureka and Palisade R. R.	144	43002	
				Evansville and Terre Haute R. R.	297	22039	
				Fernandina and Jacksonville R. R.	122	16009	
				Fitchburg R. R.	20	3021	
				Do.	21	3022	

## Index to Table G—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Flint and Pere Marquette R. R.	182	24049		Lehigh Valley R. R.	333	8058	
Do.	219	24045		Do.	76	7018	
Freehold and New York Railway	233	7043		Little Rock, Mississippi River and Texas Railway	134	29007	
Fremont, Elkhorn and Missouri Valley R. R.	145	34010		Do.	255	29004	
Do.	261	34018		Little Rock and Fort Smith Railway	143	29003	
Fort Madison and Northwestern Railway	354	27064		Long Island R. R.	93	6045	
Fulton County Narrow Gauge Railway	341	23067		Do.	141	6046	
Galveston, Houston and Henderson R. R.	33	31001		Do.	169	6093	
Galveston, Harrisburgh and San Antonio Railway	47	31002		Do.	221	6094	
Do.	291	31014		Do.	372	6100	
Do.	303	31014		Do.	247	6044	
Grand Trunk Railway	308	21		Do.	280	6045	
Grand Gulf and Port Gibson R. R.	261	18006		Do.	286	6094	
Greenville, Columbus and Birmingham R. R.	351	18011		Do.	372	6100	
Grinnell and Montezuma R. R.	319	27068		Do.	313	6045	
Gulf, Colorado and Santa Fé Railway	124	31033		Louisiana Western R. R.	81	30010	
Do.	132	31027		Louisville and Nashville R. R.	323	20026	
Do.	200	31027		Los Angeles & Independence R. R.	360	46020	
Gulf, Western Texas and Pacific Railway	267	31019		Morgan's Louisiana and Texas Railroad and Steamship Company	80	30003	
Helena and Iron Mountain R. R.	275	29008		Do.	252	30009	
Hot Springs R. R.	158	29005		Do.	305	30004	
Houston and Texas Central R. R.	48	31003		Milwaukee, Lake Shore and Western R. R.	337	25018	
Do.	119	31004		Mississippi Valley and Ship Island R. R.	382	18012	
Do.	135	31005		Maine Central R. R.	83	3	
Houston, East and West Texas Railway	241	31023		Manhattan, Alma and Burlingame Railway	195	33030c	33033
Do.	265	31023		Memphis and Little Rock R. R.	73	29001	
Humeston and Shenandoah R. R.	331	27067		Michigan Air Line Railway	298	24033	
International & G't Northern R. R.	34	31006		Minneapolis and Saint Louis Railway	111	26021	
Do.	42	31007		Do.	327	26038	
Do.	86	31007		Missouri Pacific Railway (Central Branch Division)	60	33003	
Do.	136	31026		Do.	65	33022	
Do.	213	31006	31032	Do.	82	33021	
Do.	228	31015		Do.	88	33026	
Do.	273	31006	31034	Missouri Pacific Railway	114	28040	
Do.	380	31008		Do.	156	33009	
Iron Mountain and Helena R. R.	343	29008		Do.	173	31022	
Junction City & Ft Kearney R. R.	133	33015		Do.	187	33030c	33033
Joplin R. R.	272	33020		Do.	215	31017	
Kansas City, Lawrence and Southern Kansas R. R.	57	33006		Do.	216	31017	
Do.	96	33005		Do.	218	33030a	33031
Do.	109	33004		Missouri Pacific Railway (Central Branch Division)	209	33030b	33032
Do.	123	33019		Do.	21	33029	
Do.	235	33030e	33035	Do.	284	33027	
Kansas City, Ft Scott & Gulf R. R.	61	33008		Monterey R. R.	322	46030	
Do.	147	28036		Nashville and Tuscaloosa R. R.	329	19016	
Do.	246	23024		New York Central and Hudson River R. R.	2	6011	
Do.	258	33024		Do.	28	6106	
Do.	292	28041		Do.	31a	6013	
Kansas Central R. R.	236	33013		Do.	36	6018	
Kansas City, Saint Joseph and Council Bluffs R. R.	198	28044		Do.	66	6012	
Kentucky Central R. R.	62	20002		Do.	77	6022	
Kent County and Smyrna and Delaware Bay R. R.	177	10012		Do.	91	6016	
Do.	178	10012		Do.	183	6019	
Do.	179	10012		Do.	199	6021	
Knox and Lincoln R. R.	85	15		Do.	226	6015	
Lake Shore and Michigan Southern Railway	4	6052		Do.	245	6014	
Do.	5	6052		Do.	312	6023	
Do.	6	6052		Do.	356	6020	
Do.	7	6052		New York, New Haven and Hartford R. R.	31	6109	
Do.	8	6052		Do.	5a	5005	
Do.	9	6052		Do.	14a	5004	
Do.	11	6052		New York, Providence and Boston R. R.	15	4002	
Do.	13	6052		New York, Lake Erie and Western R. R.	24	3034	
Lawrenceville Branch R. R.	332	15032		Do.	29	6008	
Lehigh Valley R. R.	45	8010					



## Index to Table G—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
New York and New England R. R.	24	3034		Saint Paul, Minneapolis and Manitoba Railway	137	26035	
Do	44	5007		Do	151	85011a	35011
Do	857	3006		Do	251	26034	
New Jersey Southern R. R.	181	7026		Do	317	35004	
Do	184	7026		Do	325	35003	
Do	256	7026		Do	118	33007	
New Orleans Pacific Railway	217	30002		Saint Joseph and Western R. R.	299	24050	
Nevada County Narrow Gauge R. R.	176	46019		Saint Joseph Valley R. R.	214	26033	
Nevada Central Railway	249	45003		Saint Paul and Duluth R. R.	363	26036	
N. D. Rideout, purchaser California Northern R. R.	188	46009		Do	263	33028	
Northern Pacific R. R.	223	43009		Sand River R. R.	269	20	
Northern Pacific R. R. (Pacific Division)	172	43001		San Francisco and North Pacific R. R.	370	46027	
North Pacific Coast R. R.	166	46016		Do	107	46011	
Do	369	46036		Santa Cruz R. R.	326	46021	
Northwestern Mining and Exchange Company	375	8180		Savannah, Florida and Western Railway	41	15009	
Old Colony R. R.	53	3038		Seattle and Walla Walla R. R.	359	43002	
Do	54	3046		Sedalia, Warsaw and Southern Railway	288	26042	
Do	340	3048		Solomon R. R.	180	33015	
Do	349	3038		Somerset and Cambria R. R.	293	8070	
Do	70a	3039		Southern Pacific R. R.	52	46003	
Olympia and Chehalis Valley R. R.	231	43003		Do	103	46014	
Omaha & Republican Valley R. R.	164	84008		Do	108	46023	
Do	224	34015		Do	264	46034	
Do	240	84014		Do	314	46013	
Omaha and Republican Valley R. R. and Marysville and Blue Valley R. R.	285	34013		Do	374	46038	Part 46014 (old)
Omaha, Niobrara and Black Hills R. R.	234	34012		South Pacific Coast R. R.	191	46031	
Do	269	34017		Stockton and Copperopolis R. R.	126	46012	
Oregon and California R. R.	70	44001		Do	302	46035	
Do	165	44002		Strasburgh R. R., Isaac Phenegar, lessee	358	8026	
Oregon Railway and Navigation Company	63	44005		Talbotton R. R.	309	15033	
Do	69	43008		Texas and Pacific Railway	50	31009	
Peninsular R. R.	227	16011		Do	67	31010	
Peninsula R. R.	316	10015		Texas and New Orleans R. R.	74	31012	
Pennsylvania Company	18	21002		Texas Pacific and Missouri Pacific Railway	94	31028	
Pennsylvania R. R.	1	7004		Texas and Saint Louis Railway	153	31025	
Do	3	8001		Texas Trunk Railway	300	31031	
Do	117	8027		Texas Western Railway	378	31020	
Do	120	7005		Toledo, Delphos and Burlington Railway	307	21065	
Do	140	8081		Do	237	21061	
Do	345	8083		Toledo, Ann Arbor and Grand Trunk Railway	238	24020	
Do	371	7005		Troy and Boston R. R.	19	6067	
Do	193	7004		Union Pacific Railway	12	34001	
Do	197	7005		Do	27	33001	
Peoria, Decatur and Evansville Railway	146	23024		Do	68	41003	
Peoria and Farmington R. R.	321	23008		Do	129	33002	
Port Huron and Northwestern Railway	163	24042		Do	71	41001	
Do	262	24025		Utah Central Railway	324	41003	
Providence and Worcester R. R.	290	3060		Utah and Nevada Railway	250	46015	
Do	320	3050		Vaca Valley and Clear Lake R. R.	191	21073	
Richmond and Alleghany R. R.	242	11027		Valley Railway	139	11025	
Rio Grande R. R.	367	31018		Virginia Midland Railway	87	45001	
Roswell R. R.	338	15045		Virginia and Truckee R. R.	232	46018	
Sabine and East Texas Railway	310	31029		Visalia R. R.	214	43004	
Sacramento and Placerville R. R.	155	46005		Walla Walla and Columbia River R. R.	253	27016	
Saint John's and Lake Kustis Railway	277	16008		Do	239	27060	
Saint Louis, Keokuk and Northwestern Railway	55a	28018		Do	377	30007	
Saint Louis, Iron Mountain and Southern Railway	210	29010		West Feliciana R. R.	334	10021	
Saint Paul, Minneapolis and Manitoba Railway	101	35005		Western Maryland R. R.	189	26014	
				Winona and Saint Peter R. R.	174	26020	
				Worthington and Sioux Falls R. R.			

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Amador Branch Railway	143	46023		Chicago, Milwaukee and Saint Paul Railway	264	35008	
Annapolis and Elk Ridge R. R.	136	10007		Do	296	25036	
Atchison, Topeka & Santa Fe R. R.	37	38006		Do	304	35009	
Do	55	38006		Do	97	35007	
Do	107	33011		Chicago & Northwestern Railway	104	25038	
Do	112	33033g	33037	Do	110	27052	
Do	114	39001		Do	247	35010	
Do	145	39001		Chicago, Rock Island and Pacific Railway	70	27017	
Do	176	33017		Do	246	27063	
Do	180	33030		Do	257	27062	
Do	188	33023		Do	252	27071	
Do	241	39004		Do	262	27059	
Atlantic and Pacific R. R.	299	39003		Do	277	27054	
Baltimore and Ohio R. R.	14	10003		Do	307	27017	
Do	16	12002		Chicago, Saint Louis and New Orleans R. R.	30	18001	
Do	297	8063		Do	32	30001	
Baton Rouge, Grosse Tete and Opelousas R. R.	303	30005		Chicago, Saint Paul, Minneapolis and Omaha Railway	135	34003	
Belmont Coal and Railroad Company	305	17018		Do	187	34003	
Bennington and Rutland R. R.	46	2018		Do	204	25028	
Do	52	2015		Do	224	26020	
Black Diamond Coal Mining Company	280	46033		Do	239	25037	
Blue Earth Branch Saint Paul and Sioux City R. R.	245	26029		Do	272	26030	
Boston and Albany R. R.	8	3025		Chicago and West Michigan Railway	290	24046	
Do	230	3028		Cincinnati, Effingham and Quincy Construction Company	228	23026	
Boston, Concord and Montreal R. R.	54	1005		Cincinnati, New Orleans and Texas Pacific Railway	53	20020	
Do	73	1006		Cincinnati and Portsmouth R. R.	172	21060	
Do	123	1007		Colorado Central R. R.	60	38017	
Boston and Maine R. R.	298	3013		Concord R. R.	25	1001	
Boston and N. Y. Air Line R. R.	49	5014		Cumberland Valley R. R.	83	8030	
Boston and Providence R. R.	19	3035		Dallas and Wichita Railway	227	31030	
Burlington, Cedar Rapids and Northern Railway	133	27003		Danville, Olney & Ohio River R. R.	231	23006	
Burlington and Missouri River Railroad in Nebraska	117	33012		Denver Pacific Railway and Telegraph Company	79	38007	
California Northern R. R. (purchaser, N. D. Rideout)	219	46009		Denver and Rio Grande Railway	45	38019	
California Pacific R. R.	125	46008		Do	58	38001	
Do	189	46006		Do	88	38012	
Do	283	46007		Do	98	39002	
Cape Girardeau Railway	220	28045		Do	105	38004	
Carson and Colorado R. R.	182	45004		Do	185	38010	
Central Pacific R. R.	12	46001		Do	186	38011	
Do	42	46010		Do	202	38015	
Central Pacific R. R. (lessee San Pablo Railroad)	43	46032		Do	238	38016	
Central Pacific R. R.	48	40001		Do	243	38013	
Do	66	46028		Do	248	38009	
Central Pacific R. R. (lessee Los Angeles and San Diego Railroad)	100	46017		Do	259	38018	
Central Pacific R. R. (lessee Northern Railway)	146	46022		Do	294	41009	
Central Pacific R. R.	199	46029		Denver and Boulder Valley R. R.	201	38002	
Central Pacific R. R. (lessee Pacific Railroad of New Mexico)	270	39005		Echo and Park City R. R.	197	41008	
Central Railroad of New Jersey	287	8079		Elizabeth City and Norfolk R. R.	155	11026	
Central Vermont R. R.	33	2002		Eureka and Palsade R. R.	157	45002	
Do	39	2001		Evansville and Terre Haute R. R.	253	22039	
Do	152	2016		Fernandina and Jacksonville R. R.	138	16009	
Champlain and St. Lawrence R. R.	87	6066		Fitchburgh R. R.	20	3021	
Chattahoochee Railway	221	20027		Do	26	3022	
Chester and Lenoir Narrow Gauge R. R.	196	14007		Flint and Pere Marquette R. R.	137	24045	
Chicago, Burlington & Quincy R. R.	192	27061		Do	193	24049	
Chicago, Milwaukee and Saint Paul Railway	34	23054		Fort Madison and Northwestern Railway	291	27064	
Do	86	26037		Freehold and New York Railway	210	7043	
Do	132	25004		Fremont, Elkhorn and Missouri Valley R. R.	160	34010	
Do	144	27034		Do	235	34018	
Do	147	35001		Fulton Company Narrow Gauge Railway	282	23067	
Do	162	35002		Galveston, Harrisburgh and San Antonio Railway	84	31002	
Do	174	26010		Galveston, Harrisburgh and San Antonio Railway	256	31014	
Do	207	26009		Greenville, Columbus and Birmingham R. R.	288	18011	
Do	242	25039					



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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Grinnell and Montezuma R. R. ....	265	27068	.....	Missouri Pacific Railway Co. ....	74	31022	.....
Gulf, Colorado and Santa Fé R. R.	120	31027	.....	Do. ....	82	31017	.....
Do. ....	141	31033	.....	Missouri Pacific Railway (Central			
Do. ....	158	31027	.....	Branch Division) ....	91	33026	.....
Hot Springs R. R. ....	129	29005	.....	Missouri Pacific Railway Co. ....	94	31017	.....
Houston and Texas Central R. R.	36	31003	.....	Missouri Pacific Railway ....	130	28040	.....
Do. ....	110	31004	.....	Do. ....	134	33030a	33031
Do. ....	122	31005	.....	Do. ....	163	33009	.....
Humeston and Shenandoah R. R.	273	27067	.....	Do. ....	190	31013	.....
International and Great Northern				Missouri Pacific Railway (Central			
R. R. ....	38	31006	.....	Branch Division) ....	203	33030b	33032
Do. ....	51	31007	.....	Missouri Pacific Railway ....	212	33030c	33033
Do. ....	59	31007	.....	Missouri Pacific Railway (Central			
Do. ....	77	31006	.....	Branch Division) ....	222	33029	.....
Do. ....	156	31026	.....	Morgan's Louisiana and Texas			
Do. ....	200	31015	.....	Railroad and Steamship Com-			
Do. ....	302	31008	.....	pany ....	75	30003	.....
Iron Mountain and Helena R. R.	284	29008	.....	Nashville and Tuscaloosa R. R.	271	19016	.....
Junction City and Fort Kearney				Nevada County Narrow Gauge	128	46019	.....
R. R. ....	153	33015	.....	R. R. ....			
Kent County and Smyrna and				New Jersey Southern R. R. ....	229	7026	.....
Delaware Bay R. R. ....	150	10012	.....	Do. ....	257	7026	.....
Kentucky Central R. R. ....	67	20002	.....	New Orleans Pacific Railway ....	131	30002	.....
Kansas Central R. R. ....	215	33013	.....	New York Central and Hudson			
Kansas City, Fort Scott and Gulf				River R. R. ....	2	6011	.....
R. R. ....	64	33008	.....	Do. ....	22	6106	.....
Do. ....	173	28036	.....	Do. ....	28	6012	.....
Kansas City, Lawrence and South-				Do. ....	36a	6013	.....
ern Kansas R. R. ....	61	33006	.....	Do. ....	40	6018	.....
Do. ....	99	33005	.....	Do. ....	81	6022	.....
Do. ....	111	33004	.....	Do. ....	90	6016	.....
Do. ....	167	33019	.....	Do. ....	171	6019	.....
Do. ....	214	33030e	33035	Do. ....	194	6015	.....
Kansas City, Saint Joseph and				Do. ....	225	6021	.....
Council Bluffs R. R. ....	206	28044	.....	New York, Lake Erie and West'n			
Knox and Lincoln R. R. ....	93	15	.....	R. R. ....	17	6001	.....
Lake Shore and Michigan South-				Do. ....	35	6008	.....
ern Railway ....	4	6052	.....	New York and New England R. R.	21	3034	.....
Do. ....	5	6052	.....	Do. ....	56	5007	.....
Do. ....	6	21007	.....	Do. ....	292	3006	.....
Do. ....	7	6052	.....	New York, New Hampshire and			
Do. ....	9	6052	.....	Hartford R. R. ....	5a	5005	.....
Do. ....	11	21045	.....	Do. ....	16a	5004	.....
Do. ....	15	6052	.....	Do. ....	41	6109	.....
Lawrenceville Branch R. R. ....	274	15032	.....	New York, Providence and Boston	18	4002	.....
Lehigh Valley R. R. ....	44	8010	.....	R. R. ....			
Do. ....	89	7018	.....	Northern Pacific R. R. ....	164	43001	.....
Do. ....	276	8058	.....	Do. ....	223	43009	.....
Little Rock and Fort Smith Rail-				North Pacific Coast R. R. ....	170	46016	.....
way ....	118	29003	.....	Do. ....	301	46036	.....
Little Rock, Mississippi River				Northwestern Mining and Ex-			
and Texas Railway ....	159	29007	.....	change Company ....	289	8130	.....
Do. ....	233	29004	.....	Old Colony R. R. ....	27	3038	.....
Long Island R. R. ....	85	6045	.....	Do. ....	77a	3039	.....
Do. ....	103	6093	.....	Do. ....	149	3046	.....
Do. ....	148	6046	.....	Do. ....	281	3048	.....
Do. ....	165	6094	.....	Olympia and Chehalis Valley R. R.	205	43003	.....
Do. ....	275	6100	.....	Omaha, Nebraska and Black Hills	209	34012	.....
Louisiana Western R. R. ....	63	30010	.....	R. R. ....			
Louisville and Nashville R. R.	267	20026	.....	Do. ....	240	34017	.....
Maine Central R. R. ....	115	3	.....	Omaha and Republican Valley R. R.	168	34009	.....
Manhattan, Alma and Burlin-				Do. ....	191	34015	.....
game Railway ....	213	33030d	33034	Oregon and California R. R. ....	183	44002	.....
Memphis and Little Rock R. R.	68	29001	.....	Oregon Railway and Navigation			
Milwaukee, Lake Shore and				Company ....	72	44005	.....
Western R. R. ....	278	25018	.....	Do. ....	78	43008	.....
Minneapolis and Saint Louis Rail-				Peninsula R. R. ....	198	16011	.....
way ....	124	26021	.....	Pennsylvania Company ....	13	21002	.....
Do. ....	269	26038	.....	Pennsylvania R. R. ....	1	7004	.....
Mississippi Valley and Ship				Do. ....	3	8001	.....
Island R. R. ....	306	18012	.....	Do. ....	113	8027	.....
Missouri Pacific Railway (Central				Do. ....	126	7005	.....
Branch Division) ....	50	33003	.....	Do. ....	177	7005	.....
Missouri Pacific (Central Branch				Do. ....	184	7004	.....
Division) Railway ....	57	33022	.....	Do. ....	195	7005	.....
Do. ....	69	33021	.....	Do. ....	237	8081	.....

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Pennsylvania R. R. ....	286	2083	.....	Southern Pacific R. R. ....	71	46014	.....
Peoria, Decatur and Evansville Railway .....	169	23024	.....	Do .....	108	40002	.....
Peoria and Farmington Railway .....	266	23068	.....	Do .....	300	46038	.....
Port Huron and Northwestern Railway .....	151	24042	.....	Southern Pacific Coast R. R. ....	121	46031	.....
Do .....	236	24025	.....	Stockton and Copperopolis R. R. ..	127	46012	.....
Richmond and Alleghany R. R. ....	226	11027	.....	Talbotton R. R. ....	260	15033	.....
Roswell R. R. ....	279	15035	.....	Texas and New Orleans R. R. ....	62	31012	.....
Sabine and East Texas Railway .....	261	31029	.....	Texas and Pacific Railway .....	24	31010	.....
Sacramento and Placerville R. R. ....	178	46005	.....	Do .....	95	31009	.....
Saint Johns and Lake Eustis Railway .....	244	16008	.....	Do .....	96	31011	.....
Saint Joseph and Western R. R. ....	116	33007	.....	Texas Pacific and Missouri Pacific Railway .....	101	31028	.....
Saint Joe Valley R. R. ....	254	24050	.....	Do .....	106	31028	.....
Saint Louis, Keokuk and Northwestern Railway .....	76	28018	.....	Texas and Saint Louis Railway ..	142	31025	.....
Saint Louis, Iron Mountain and Southern Railway .....	218	29010	.....	Texas Trunk Railway .....	255	31031	.....
Saint Paul, Minnesota and Manitoba Railway .....	109	35005	.....	Texas Western Railway .....	295	31020	.....
Do .....	161	26035	.....	Toledo, Ann Arbor and Grand Trunk Railway .....	217	24020	.....
Do .....	175	35011a	33011	Toledo, Delphos and Burlington R. R. ....	216	21061	.....
Do .....	232	26034	.....	Do .....	258	21065	.....
Do .....	263	35004	.....	Troy and Boston R. R. ....	23	6067	.....
Do .....	268	35003	.....	Union Pacific Railway .....	10	34001	.....
Saint Paul and Duluth R. R. ....	211	26033	.....	Do .....	29	33001	.....
Do .....	293	26036	.....	Do .....	47	41003	.....
San Francisco and North Pacific R. R. ....	92	46011	.....	Do .....	119	33002	.....
Do .....	285	46027	.....	Utah Central Railway .....	102	41001	.....
Savannah, Florida and Western Railway .....	31	15009	.....	Valley Railway .....	154	21073	.....
Sedalia, Warsaw and Southern Railway .....	249	28042	.....	Virginia Midland Railway .....	166	11025	.....
Solomon R. R. ....	181	33025	.....	Virginia and Truckee R. R. ....	65	45001	.....
Somerset and Cambria R. R. ....	250	8070	.....	Visalia R. R. ....	208	46018	.....
				Wabash, Saint Louis and Pacific Railway .....	234	27060	.....
				Walla Walla and Columbia River R. R. ....	80	43004	.....
				Winona and Saint Peter R. R. ....	139	26014	.....
				Worthington and Sioux Falls R. R. ....	179	26020	.....

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the compared with 1881.

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881. Length of route.
				<i>Miles.</i>
Maine .....	1	Augusta to Skowhegan.....	Maine Central Railroad .....	37.99
	Part.	Augusta to Waterville.....	.....	19.21
	5	Portland to Bangor .....	Maine Central Railroad .....	128.10
	Part.	Waterville to Bangor .....	.....	55.57
	5	Portland to Skowhegan.....	Maine Central Railroad .....	.....
	6	Portland to Augusta.....	do .....	63.28
	6	Portland to Bangor.....	do .....	.....
	9	Portland to Portsmouth.....	Eastern Railroad .....	52.56
	11	Salmon Falls to Portland.....	Boston and Maine Railroad.....	45
	12	Bangor to Vanceborough.....	European and North American Railway.	113.93
New Hampshire	1001	Concord to Nashua.....	Concord Railroad Corporation....	36.28
	1005	Concord to Wells River .....	Boston, Concord and Montreal Railroad.	.....
	1008	Concord to White River Junc- tion.	Northern Railroad.....	69.64
Vermont.....	2001	Burlington to Rouse's Point...	Central Vermont Railroad.....	57.15
	Part.	Essex Junction to St. Albans...	.....	24.50
	2002	Windsor Junction to Essex Junction.	Central Vermont Railroad.....	119.87
	Part.	White River Junction to Es- sex Junction	.....	97.20
	2003	Bellows Falls to Burlington...	Central Vermont Railroad.....	120.27
	2010	White River Junction to Der- by Line.	Connecticut and Passumpsic Riv- ers and Massawippi Valley Rail- road.	114.30
	Part.	White River Junction to New- port.	.....	.....
Massachusetts...	3001	Boston to Portsmouth.....	Eastern Railroad .....	57.28
	3001	Boston to Portland.....	do .....	.....
	3011	Boston to Salmon Falls.....	Boston and Maine Railroad.....	71.50
	3011	Boston to Portland.....	do .....	.....
	3016	Boston to Lowell.....	Boston and Lowell Railroad Cor- poration.	25.81
	3021	Boston to Greenfield.....	Fitchburgh Railroad .....	105.71
	3022	Greenfield to North Adams...	do .....	37.12
	3025	Boston to Albany.....	Boston and Albany Railroad.....	202.24
	Part.	Boston to Springfield.....	.....	98.38
	Part.	Springfield to Albany.....	.....	103.86
	3029	Pittsfield to North Adams...	Boston and Albany Railroad .....	.....
	3035	Boston to Providence. ....	Boston and Providence Railroad...	44.19
	3038	Boston to South Braintree....	Old Colony Railroad.....	.....
	3039	South Braintree Junction, n. o., to Newport.	do .....	.....
	Part.	South Braintree Junction, n. o., to Middleborough.	.....	.....
	3041	Middleborough to Province- town.	Old Colony Railroad.....	.....
	3067	Springfield to South Vernon Junction, n. o.	Connecticut River Railroad.....	52.85
	3073	Lewell to Nashua.....	Boston and Lowell Railroad Cor- poration.	14.48
Rhode Island ....	4002	Providence to Groton.....	New York, Providence and Boston Railroad.	62.57
Connecticut .....	5004	New Haven to New London..	New York, New Haven and Hart- ford Railroad.	51.71
	5005	New York to Springfield.....	do .....	135.59
New York.....	Part.	New York to New Haven.....	.....	73.23
	Part.	New Haven to Springfield....	.....	62.36
	6001	New York to Dunkirk.....	New York, Lake Erie and West- ern Railroad.	459
	Part.	New York to Hornellsville....	.....	332
	Part.	Hornellsville to Dunkirk.....	.....	127
	6011	New York to Buffalo.....	New York Central and Hudson River Railroad.	442

fiscal years ending June 30, 1881, and June 30, 1882, and the increase or decrease of 1882 as and the reasons therefor.

June 30, 1881.		June 30, 1882.		Length of route.	Pay per annum of 1882 over 1881.	Decrease per annum of 1882 over 1881.	Remarks.
Pay per mile.	Pay per annum.	Pay per mile.	Pay per annum.				
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
50 00	960 50						Covered by route No. 6.
50 00	2, 778 50						Do.
50 00	3, 164 00	102. 56	15 62	1, 601 98	1, 601 98		Established July 1, 1881.
		137. 72	100 00	13, 772 00	6, 869 00		Covered by route No. 6.
50 00	2, 628 00						Increase in length of cars
33 32	1, 499 40						September 1, 1881.
25 00	2, 848 25	114. 02	37 50	4, 275 75	1, 427 50		Covered by route No. 3001.
40 00	1, 451 20	36. 28	40 00	1, 451 20			Covered by route No. 3011.
		94. 01	9 37	880 87	880 87		Increase in distance and one
							line.
38 75	2, 698 55	69. 64	40 62	2, 828 77	130 22		Established July 1, 1881.
							Increase in length of cars.
50 00	1, 225 00	57. 10					
		24. 50	50 00	1, 225 00			
		110. 13					
50 00	4, 860 00	96	50 00	4, 800 00		60 00	Decrease in distance.
15 00	1, 804 05					1, 804 05	Discontinued.
14 37	1, 642 49	115. 02					
		105. 30	21 87	2, 302 91	660 42		Decrease in distance. Ad-
50 00	2, 864 00						ditional line from Septem-
		109. 08	100 00	10, 908 00	5, 416 00		ber 1, 1881.
33 32	2, 382 38						Extended to Portland.
50 00	1, 290 50	116. 33	31 25	3, 635 31		246 47	Decrease in distance. In-
		26. 02	50 00	1, 301 00	10 50		crease in length of cars
18 75	1, 982 06	105. 71	18 75	1, 982 06			September 1, 1881.
18 75	696 00	37. 12	18 75	696 00			Extended to Portland.
		202. 06					Decrease in length of cars.
135 00	16, 916 40	98. 63	185 00	25, 228 07	8, 311 67		Additional line from Jan-
35 00		103. 43	67 50				
		21. 18	10 00	211 80	211 80		uary 2, 1882, and increase
76 00	3, 358 44	44. 19	77 00	3, 402 63	44 19		in length from June 10,
		11. 36	12 50	142 00	142 00		1882.
		61. 25					Established April 20, 1882.
							Increase in length of cars.
		23. 09	12 50	288 62	288 62		Established July 1, 1881.
		86. 30	12 50	1, 078 75	1, 078 75		Do.
28 75	1, 450 72					1, 450 72	Do.
50 00	724 00	14. 77	50 00	738 50	14 50		Discontinued.
50 00	3, 128 50	62. 10	50 00	3, 105 00		23 50	Increase in distance.
85 00	4, 895 35	51. 71	75 00	3, 878 25		517 10	Decrease in distance.
							Decrease in length.
214 00	25, 773 54	135. 59					
162 00		73. 23	199 08	23, 025 28	2, 748 26		Decrease in service.
		62. 36	135 45				
		459. 55					
80 00	31, 640 00	332	80 00	31, 662 00	22 00		Increase in distance.
40 00		127. 55	40 00				
		442					

I.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881.
				Length of route. Miles.
New York.....	Part.	New York to Syracuse.....		277.75
	Part.	Syracuse to Buffalo.....		164.25
	6013	Syracuse to Rochester.....	New York Central and Hudson River Railroad.	104
	6052	Buffalo to Chicago.....	Lake Shore and Michigan Southern Railway.	542
	Part.	Buffalo to Cleveland.....		184.50
	Part.	Cleveland to Elyria.....		25.70
	Part.	Elyria to Millbury.....		79.30
	Part.	Millbury to Toledo.....		8.50
	Part.	Toledo to Elkhart.....		143
	Part.	Elkhart to Chicago.....		101
New Jersey.....	6067	Troy to North Adams.....	Troy and Boston Railroad.....	50
	7004	New York to Philadelphia....	Pennsylvania Railroad.....	90
Pennsylvania.....	8001	Philadelphia to Pittsburgh....	do.....	353.60
	8013	Pottsville to Herndon.....	Philadelphia and Reading Railroad.	
	Part.	Pottsville to Shamokin.....		
Maryland.....	8022	Sunbury to Erie.....	Pennsylvania Railroad.....	287.90
	Part.	Sunbury to Williamsport.....		39.82
	10001	Baltimore to Philadelphia....	Philadelphia, Wilmington and Baltimore Railroad.	96
	10002	Baltimore to Sunbury.....	Northern Central Railway.....	140.70
	10003	Baltimore to Wheeling.....	Baltimore and Ohio Railroad.....	393.92
	Part.	Baltimore to Grafton.....		294
	Part.	Grafton to Bellaire.....		99.92
Virginia.....	10013	Bay View, n. o., to Washington	Baltimore and Potomac Railroad..	46.10
	11001	Washington to Richmond....	Richmond, Fredericksburgh and Potomac Railroad.	116
	11002	Alexandria to Lynchburgh....	Virginia Midland Railway.....	167.71
	11006	{ Richmond to Danville..... } { Danville to Charlotte..... }	Richmond and Danville Railroad..	282.34
	11008	Richmond to Petersburg....	Richmond and Petersburg Railroad.	23.39
	11009	Petersburgh to Weldon.....	Petersburgh Railroad.....	65.31
	11013	Lynchburgh to Bristol.....	Norfolk and Western Railroad....	205.52
	11016	Lynchburgh to North Danville.	Virginia Midland Railway.....	66.34
West Virginia... North Carolina... South Carolina...	11018	Washington to Alexandria...	Alexandria and Washington Railroad.	7
	12002	Grafton to Parkersburgh....	Baltimore and Ohio Railroad.....	104.50
	13002	Weldon to Wilmington.....	Wilmington and Weldon Railroad	162.07
	14002	Columbia to Wilmington.....	Wilmington, Columbia and Augusta Railroad.	110.00
	14004	Charleston to Savannah.....	Charleston and Savannah Railway.	115
	14005	Charleston to Florence.....	Northeastern Railroad.....	102
	15001	Atlanta to Air Line Junction.	Atlanta and Charlotte Air Line Railroad.	269.33
	15002	Atlanta to Chattanooga.....	Western and Atlantic Railroad....	138.47
	15003	Atlanta to West Point.....	Atlanta and West Point Railroad..	86.60
	15004	Augusta to Atlanta.....	Georgia Railroad and Banking Company.	172.59
Georgia.....	15009	Savannah to Jacksonville....	Savannah, Florida and Western Railway.	172.75
	17001	Montgomery to West Point..	Western Railroad Company of Alabama.	88
	17012	Mobile to Montgomery.....	Louisville and Nashville Railroad.	179.67
	17013	Mobile to New Orleans.....	do.....	141.71
	18001	Canton to Cairo.....	Chicago, Saint Louis and New Orleans Railroad.	344.27
	19002	Bristol to Chattanooga.....	East Tennessee, Virginia and Georgia Railroad.	242.10
	19004	Nashville to Chattanooga....	Nashville, Chattanooga and Saint Louis Railway.	151

for the fiscal years ending June 30, 1881, and June 30, 1882, &c.—Continued.

June 30, 1881.		June 30, 1882.		Increase per annum of 1882 over 1881.	Decrease per annum of 1882 over 1881.	Remarks.
Pay per mile.	Pay per annum.	Length of route.	Pay per mile.	Pay per annum.		
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.
300 00	127,672 50	289.50	320 00	135,340 00	7,667 50	Change in distances and increase in cars.
270 00		152.50	280 00			
30 00		104	40 00			
	8,120 00			4,160 00	1,040 00	Increase in length of cars.
		540.28				
270 00	118,471 23	183.76	280 00	116,989 45	1,481 78	Change in distances and running of cars.
275 31		25.50	315 62			
135 00		79.30	105 31			
280 62		8	315 62			
132 50		142.70	112 50			
292 50		101.02	302 50			
18 75	937 50	48.46	18 75	908 62	28 88	Decrease in distance.
355 00	31,950 00	89.54	375 00	33,577 50	1,627 50	Decrease in distance and increase in cars.
						Decrease in distance.
225 00	79,560 00	353	225 00	79,425 00	135 00	
		81.03				
		60	10 00	600 00	600 00	Established July 1, 1881.
		288.49				
25 00	995 50	39.81	25 00	995 25	25	Decrease in distance.
100 00	9,600 00	96	100 00	9,600 00		
25 00	3,517 50	137.80	25 00	3,445 00	72 50	Do.
		394.30				
80 00	27,516 80	293.75	80 00	27,354 40	162 40	Do.
40 00		96.36	40 00			
100 00		46.10	100 00			
120 00		116.00	120 00			
	4,610 00			4,610 00		
	13,920 00			13,920 00		
105 00	17,609 55	167.71	80 00	13,416 80	4,192 75	Decrease in R. P. O. service.
						From July 1 to Nov. 19, 1881,
50 00	14,327 00	140.60	25 00	14,854 20	527 20	pay for R. P. O. cars was
		141.74	80 00			at the rate of \$22,587.20
						per annum; \$80 per mile
						for 282.34 miles.
80 00	1,871 20	23.39	80 00	1,871 20		
80 00	5,224 80	65.31	80 00	5,224 80		
25 00	5,138 00	205.52	25 00	5,138 00		
105 00	6,965 70	66.34	80 00	5,307 20	1,658 50	Decrease in R. P. O. service.
25 00	175 00	7	25 00	175 00		
40 00	4,180 00	104.50	40 00	4,180 00		
80 00	12,965 60	162.07	80 00	12,965 60		
25 00	2,750 00	110	80 00	8,800 00	6,050 00	Increase in R. P. O. service.
25 00	2,875 00	115	50 00	5,750 00	2,875 00	Do.
50 00	5,100 00	102	50 00	5,100 00		
80 00	21,546 40	269.33	80 00	21,546 40		
65 00	9,000 55	138.47	65 00	9,000 55		
50 00	4,330 00	86.60	50 00	4,330 00		
15 00	2,588 85	172.59	15 00	2,588 85		
25 00	2,425 00	172.75	35 62	6,153 35	3,728 85	To September 19, 1881, the
						pay was for 97 miles only
						to Waycross. From that
						date route was extended
						to Jacksonville, Fla., cov-
						ering route 16010.
50 00	4,400 00	88	50 00	4,400 00		
50 00	8,983 50	179.67	50 00	8,983 50		
50 00	7,085 00	141.71	50 00	7,085 00		
25 00	8,606 75	344.27	25 00	8,606 75		
25 00	6,052 50	242.10	25 00	6,052 50		
12 50	1,887 50	151	12 50	1,887 50		

I.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881. Length of route.
				<i>Miles.</i>
Kentucky .....	20004	Cincinnati to Louisville .....	Louisville and Nashville Railroad	110
	20005	Louisville to Nashville .....	do .....	112. 13
	20008	Bowling Green to Memphis .....	do .....	73. 10
	20017	Cincinnati Junction (n. o.) to Louisville and Nashville Junction (n. o.) .....	do .....	263. 20
Ohio .....	21001	Bellaire to Columbus .....	Central Ohio Railroad .....	106. 03
	21002	Pittsburgh to Chicago .....	Pennsylvania Company .....	468. 20
	21007	Elyria to Millbury .....	Lake Shore and Michigan Southern Railway.	74. 86
	21010	Chicago to Newark .....	Baltimore and Ohio Railroad .....	88. 88
	21014	Columbus to Cincinnati .....	Pittsburgh, Cincinnati and Saint Louis Railway.	120. 16
	21015	Columbus to Indianapolis .....	do .....	189. 07
	22016	Galion to Indianapolis .....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	203. 96
	21019	Toledo to Quincy .....	Wabash, Saint Louis and Pacific Railway.	474. 54
	21028	Cincinnati to Parkersburgh .....	Marietta and Cincinnati Railroad .....	195. 15
	21032	Columbus to Pittsburgh .....	Pittsburgh, Cincinnati and Saint Louis Railway.	193. 86
	21042	Cleveland to Cincinnati .....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.	164. 34
	21045	Toledo to Elkhart .....	Lake Shore and Michigan Southern Railway.	80
	21047	Chicago, Ohio, to Chicago, Ill.	Baltimore and Ohio Railroad .....	134. 35
	22002	Indianapolis to Terre Haute ..	Terre Haute and Indianapolis Railroad.	271. 03
	22003	Indianapolis to Cincinnati ....	Cincinnati, Indianapolis, Saint Louis and Chicago Railway.	74. 39
Indiana .....	22005	Indianapolis to Lafayette .....	do .....	111. 50
	22010	Cincinnati to East Saint Louis ..	Ohio and Mississippi Railway .....	64. 90
	22025	Indianapolis to Terre Haute ..	Indianapolis and Saint Louis Railroad.	338. 06
	22029	Lafayette to Kankakee .....	Cincinnati, Lafayette and Chicago Railroad.	72. 45
	22043	Terre Haute to East Saint Louis.	Indianapolis and Saint Louis Railroad.	72. 75
	22044	.....do .....	Terre Haute and Indianapolis Railroad.	189. 99
	23001	Chicago to Milwaukee .....	Chicago and Northwestern Railway.	166. 69
	23002	Chicago to Freeport .....	do .....	85. 37
	23003	Chicago to Union Pacific Transfer.	do .....	121. 29
	23007	Chicago to Burlington .....	Part R. P. O .....	491. 18
Illinois .....	23010	Galesburgh to Quincy .....	Part R. P. O .....	219
	23015	Chicago to Davenport .....	Chicago, Burlington and Quincy Railroad.	272. 18
	23017	Chicago to East Saint Louis ..	Part R. P. O .....	208. 02
	23020	Chicago to Cairo .....	Part R. P. O .....	38. 61
	23021	Dubuque to Centralia .....	Chicago, Burlington and Quincy, Railroad.	169. 41
	23023	Decatur to East Saint Louis ..	Chicago, Rock Island and Pacific Railroad.	101. 57
	23028	Terre Haute to East Saint Louis.	Chicago and Alton Railroad .....	182. 92
	23031	East Saint Louis to Terre Haute.	Illinois Central Railroad .....	281. 13
				363. 32
				55. 87
				143. 34
				164. 11
				346. 93
				68. 80
				12. 51



for the fiscal years ending June 30, 1881, and June 30, 1882, &amp;c.—Continued.

June 30, 1881.		June 30, 1882.		Length of route.	Increase per annum of 1882 over 1881.	Decrease per annum of 1882 over 1881.	Remarks.
Pay per mile.	Pay per annum.	Pay per mile.	Pay per annum.				
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	
60 00	6,522 00	110	60 00	6,522 00			
60 00	8,920 80	112.13	60 00	8,920 80			
30 00		73.10	30 00				
30 00	7,896 00	263.20	30 00	7,896 00			
60 00	240 00	4	60 00	240 00			
40 00	4,241 20	106.03	40 00	4,241 20			
25 00	11,705 00	468.20	35 00	13,592 00	1,887 00		Increase in R. P. O. service. \$35 per m. to Crestline, 188.7 m.; \$25 per m. residue. Do.
140 31	10,503 60	74.86	210 31	15,743 80	5,240 20		
40 00	3,555 20	88.88	40 00	3,555 20			
100 00	12,016 00	120.16	100 00	12,016 00			
125 00	23,633 75	189.07	125 00	23,633 75			
25 00	5,099 00	203.96	25 00	5,099 00			
40 00	18,981 00	352.54	40 00	23,877 60	4,896 00		Do.
		122	80 00				
40 00	7,806 00	195.15	40 00	7,806 00			
225 00	43,618 50	193.86	225 00	43,618 50			
50 00	14,217 00	164.34	50 00	14,217 00			
75 00		80	75 00				
160 00	21,496 10	134.35	190 00	25,526 50	4,030 50		Do.
40 00	10,841 20	271.03	40 00	10,841 20			
125 00	9,298 75	74.39	125 00	9,298 75			
90 00	10,035 00	111.50	90 00	10,035 00			
65 00	4,218 50	64.90	65 00	4,218 50			
30 00	10,158 00	338.06	70 00	23,702 00	13,544 00		Increase in cars.
25 00	1,811 25	72.45	25 00	1,811 25			
65 00	4,728 75	72.75	65 00	4,728 75			
25 00	4,749 75	189.99	25 00	4,749 75			
125 00	20,836 25	166.69	125 00	20,836 25			Formerly Illinois, route 23028.
44 00	3,756 28	85.37	44 00	3,756 28			Formerly Illinois, route 23031.
22 00	2,668 38	121.29	22 00	2,668 38			
		491.18					
61 87	19,502 10	219	61 87	19,502 10			
21 87		272.18	21 87				
		208.02					
101 87	17,486 00	38.61	105 00	17,606 81	120 81		Cars reported larger.
80 00		169.41	80 00				
50 00	5,076 50	101.57	50 00	5,076 50			
65 00	11,889 80	182.92	65 00	11,889 80			
50 00	14,056 50	281.13	50 00	14,056 50			
		363.32					
115 00	17,694 80	55.87	115 00	17,694 80			
50 00		143.34	50 00				
25 00		164.11	25 00				
		346.93					
44 00	3,302 42	68.80	45 00	3,546 35	243 93		Cars reported larger.
22 00		12.51	25 00				
		112.57	40 00	4,502 80	4,502 80		R. P. O. service established.
25 00	4,749 75	189.99	25 00	4,749 75			Now Indiana route No. 22043.
125 00	20,836 25	166.69	125 00	20,836 25			Now Indiana route No. 22044.



I.—Table showing the rate of pay per annum for the use of railway post-office cars

State.	Number of route.	Termini.	Corporate title of company.	June 30, 1881.
				Length of route.  Miles.
Illinois .....	23035	Chicago to Milwaukee.....	Chicago, Milwaukee and Saint Paul Railway.	86.80
	23036	Aurora to Forreston.....	Chicago and Iowa Railroad.....	82.47
Michigan .....	24006	Detroit to Chicago .....	Michigan Central Railroad .....	286.09
Wisconsin.....	25002	Milwaukee to La Crosse.....	Chicago, Milwaukee and Saint Paul Railway.	197.84
	25009	Chicago to Green Bay .....	Chicago and Northwestern Rail- way.	242.50
Minnesota .....	26013	Minneapolis to La Crosse.....	Chicago, Milwaukee and Saint Paul Railway.	142.53
Iowa .....	27005	Burlington to Council Bluffs..	Chicago, Burlington and Quincy Railroad.	296.45
	27014	Davenport to Missouri River.	Chicago, Rock Island and Pacific Railroad.	317.40
Missouri.....				54.50
				262.90
	28001	Saint Louis to Atchison .....	Missouri Pacific Railway.....	282
				47.75
	28002	Saint Louis to Bismarck .....	Saint Louis, Iron Mountain and Southern Railway.	77.03
	28003	Saint Louis to Pierce City ....	Saint Louis and San Francisco Railway.	290.25
	28005	Quincy to Cameron .....	Hannibal and Saint Joseph Rail- road.	171
	28011	Sedalia to Denison.....	Missouri Pacific Railway.....	434.51
	28014	Hannibal to Sedalia .....	do .....	142.85
	28020	Pierce City to Wichita .....	Saint Louis and San Francisco Railway.	219.28
	28026	Bismarck to Texarkana .....	Saint Louis, Iron Mountain and Southern Railroad.	415.21
Louisiana.....	30001	New Orleans to Canton.....	Chicago, Saint Louis and New Orleans Railroad.	206.43
Kansas .....	33001	Kansas City to Denver .....	Kansas Pacific Railway .....	640.10
				301.70
				338.40
	33010	Atchison to Pueblo .....	Atchison, Topeka and Santa Fe Railroad.	618.85
Nebraska.....	33016	Kansas City to Topeka .....	do .....	568.19
	34001	Council Bluffs to Ogden .....	Union Pacific Railway .....	66.20
				1,035.20
	34002	Plattsmouth to Kearney Junc- tion.	Burlington and Missouri River Railroad. (In Nebraska.)	190.80
	34004	Omaha to Oreopolis Junction.	do .....	147.50
	38007	Denver to Cheyenne .....	Denver Pacific Railway and Tele- graph Company.	17.76
Colorado.....	38017	Julesburgh to La Salle Sta- tion (n. o.).	Union Pacific Railway Company ..	
	46001	San Francisco to Ogden City.	Central Pacific Railraad.....	834.24
				802.07
				32.17
	46010	Lathrop to Goshen.....	do .....	146.30
	46014	Huron to Yuma .....	Southern Pacific Railroad .....	530.29
California.....				241.62
	46032	Port Costa to Lathrop .....	Central Pacific Railroad.....	62.17
Totals .....				
Net increase in annual cost for use of R. P. O. cars for 1882 compared with 1881 .....				

for the fiscal years ending June 30, 1881, and June 30, 1882, &amp;c.—Continued.

June 30, 1881.			June 30, 1882.			Remarks.
Pay per mile.	Pay per annum.	Length of route.	Pay per mile.	Pay per annum.	Increase per annum of 1882 over 1881.	
Dollars.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.
80 00	6,944 00	86.80	90 00	7,812 00	868 00	Increased R. P. O. service.
22 00	1,814 34	82.47	25 00	2,061 75	247 41	Cars reported larger.
65 00	18,595 85	286.09	65 00	18,595 85		
80 00	15,827 20	197.84	90 00	17,805 60	1,978 40	Increased R. P. O. service.
40 00	9,700 00	242.50	40 00	9,700 00		
50 00	7,126 50	142.53	50 00	7,126 50		
40 00	11,858 00	296.45	40 00	11,858 00		
.....		317.40	.....			
65 00	10,115 00	54.50	65 00	10,115 00		
25 00		262.90	25 00			
80 00	24,470 00	282	100 00	30,587 50	6,117 50	Increase in R. P. O. service.
40 00		47.75	50 00			
25 00	1,925 75	77.03	40 00	3,081 20	1,155 45	Do.
25 00	7,256 25	290.25	25 00	7,256 25		
25 00	4,275 00	171	25 00	4,275 00		
25 00	10,862 75	434.51	25 00	10,862 75		
25 00	3,571 34	142.85	25 00	3,571 34		
25 00	5,482 00	219.28	25 00	5,482 00		
25 00	10,380 25	415.21	40 00	16,608 40	6,228 15	Do.
25 00	5,160 75	206.58	25 00	5,164 50	3 75	Increase in distance.
.....		640.10	.....			
25 00	11,772 50	301.70	25 00	11,772 50		
12 50		338.40	12 50			
.....		618.85	.....			
25 00	14,204 75	568.19	25 00	14,204 75		
25 00	1,655 00	66.20	25 00	1,655 00		
50 00	51,760 00	1,035 20	.....			
.....		871	75 00	61,035 00	9,275 00	Do.
.....		664.20	50 00			
25 00	3,687 50	190.80	.....			
25 00	444 00	147.50	21 87	3,225 82	461 68	Cars reported smaller.
.....		17.76	21 87	384 41	55 59	Do.
.....		106.00	.....			
.....		46.00	25 00	1,150 00	1,150 00	R. P. O. service established.
.....		150.80	25 00	3,770 00	3,770 00	Do.
.....		834.24	.....			
50 00	42,516 25	802.07	50 00	42,516 25		
75 00		32.17	75 00			
25 00	3,657 50	146.30	25 00	3,657 50		
.....		530.29	.....			
25 00	6,040 50	241.62	25 00	6,040 50		
25 00	1,554 25	62.17	25 00	1,554 25		
.....	1,392,927 87	.....	.....	1,494,312 91	107,753 56	6,368 52
.....	101,385 04	.....	.....			

K.—Statement of expenditures on account of special facilities for the fiscal year ending June 30, 1882, out of the \$425,000 appropriated by act of March 1, 1881.

Number of route.	Terminal.	Title of company.	Amounts paid.
5005	New York, Springfield.....	New York, New Haven and Hartford ....	\$17,647 06
6011	New York, Buffalo.....	New York Central and Hudson River.....	46,021 52
6052	Buffalo, Chicago .....	Lake Shore and Michigan Southern.....	38,004 28
7004	{ New York, Philadelphia..... }	Pennsylvania Railroad.....	33,102 57
8001	{ Philadelphia, Pittsburgh..... }		
21002	Pittsburgh, Chicago .....	Pennsylvania Company .....	7,055 77
21032	Columbus, Pittsburgh .....	Pittsburgh, Cincinnati and Saint Louis ...	6,507 88
21014	Columbus, Cincinnati .....	do .....	1,886 57
21015	Columbus, Indianapolis .....	do .....	4,662 46
22002	Indianapolis, Terre Haute .....	Terre Haute and Indianapolis .....	1,844 12
22044	Terre Haute, East Saint Louis .....	do .....	3,900 54
10001	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Baltimore.	20,000 00
10013	{ Bay View, Washington .....	Baltimore and Potomac .....	21,900 00
Pt. 11001	{ Washington, Quantico .....		
Pt. 11001	Quantico, Richmond .....	Richmond, Fredericksburgh and Potomac	17,419 24
11008	Richmond, Petersburg.....	Richmond and Petersburg.....	4,199 48
11009	Petersburgh, Weldon .....	Petersburgh .....	11,620 00
13002	Weldon, Wilmington.....	Wilmington and Weldon .....	29,565 00
Pt. 14002	Wilmington, Florence .....	Wilmington, Columbia and Augusta.....	20,375 00
14005	Florence, Charleston.....	Northeastern .....	9,975 00
14004	Charleston, Savannah.....	Savannah and Charleston .....	4,000 00
11002	{ Alexandria, Lynchburgh .....	Virginia Midland .....	29,105 00
11016	{ Lynchburgh, Danville .....		
11006	{ Richmond, Danville..... }	Richmond and Danville.....	18,840 72
	{ Danville, Charlotte..... }		
15001	Charlotte, Atlanta .....	do .....	26,430 43
16004	Tocoi, Saint Augustine .....	Saint John's .....	408 00
			374,530 64

L.—Statement showing miles of railroad mail service ordered from July 1, 1881, to June 30, 1882.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
<b>MAINE.</b>					
9	Milo Junction (n. o.), Brownville	Bangor and Katahdin Iron Works Rwy.	New	6.30	Jan. 16, 1882
10	Mechanic Falls, Canton; ext. Gilbertville	Rumford Falls and Buckfield R. R.	Ext.	1.03	Jan. 23, 1882
1	Boundary Line (n. o.), Presque Isle	New Brunswick Rwy.	New	30.04	June 1, 1882
<b>NEW HAMPSHIRE.</b>					
None.					
<b>VERMONT.</b>					
None.					
<b>MASSACHUSETTS.</b>					
3042	Boston, Oakdale	Massachusetts Central R. R.	New	41.24	Jan. 16, 1882
<b>RHODE ISLAND.</b>					
None.					
<b>CONNECTICUT.</b>					
5007	Waterbury, Providence; ext. Brewster Station	New York and New England R. R.	Ext.	40.86	Oct. 1, 1881
5007	Brewster Station, Providence, ext. Hopewell Junction	do	do	21.88	Mar. 6, 1882
<b>NEW YORK.</b>					
6017	New York, Brewster Station		New	52.60	Sept. 15, 1881
6038	Long Island City, Sag Harbor; ext. Ponkechogue to Eastport		Ext.	15.01	Aug. 1, 1881
6043	Wellsville, Bolivar		New	16.53	Jan. 16, 1882
6059	Olean, Angelica		do	40.51	Feb. 23, 1882
6077	Saratoga Springs, Schuylersville	wy.	do	13.55	Mar. 28, 1882
6049	Wellsville, Bolivar; ext. Eldred, Pa.		Ext.	8.87	Apr. 3, 1882
6117	Manor Junction (n. o.), Eastport Junction (n. o.)		New	15.24	June 1, 1882
6118	Phoenicia, Hunter	R.	do		June 19, 1882
<b>NEW JERSEY.</b>					
7018	Easton, Pa., Perth Amboy, N. J.	Lehigh Valley R. R.	New	62.37	Aug. 1, 1881
7018	Discontinued January 31, 1882.				
7019	Newfield, Atlantic City	West Jersey R. R.	New	34.71	Feb. 1, 1882
7020	Pleasantville, Somers Point	Pleasantville and Ocean City R. R.	do		Mar. 1, 1882

## L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State and terminal.	Title of company.	Character of service.	Miles.	Date of commencement.
<b>NEW JERSEY—Continued.</b>					
7045	Haddonfield, Medford	Philadelphia, Marlton and Medford R. R.	New	12.27	Mar. 1, 1882
7040	High Bridge, Port Oram; ext. Rockaway	Central Railroad Company of New Jersey	Ext.	4.99	Apr. 20, 1882
7052	Belvidere, Andover, N. J.	Lehigh and Hudson River Rwy.	New	24.37	June 1, 1882
<b>PENNSYLVANIA.</b>					
8081	Philadelphia City; ext. West Brownville	Pennsylvania R. R.	Ext.	22.82	July 1, 1881
8056	Lehigh Valley R. R.	Lehigh Valley R. R.	New	2.24	July 1, 1881
8083	Lehigh Valley R. R.	Pennsylvania R. R.	do	22.25	Aug. 15, 1881
8107	Lehigh Valley R. R.	do	do	21.10	Dec. 19, 1881
8128	Penn. Argyl	Baigor and Portland Rwy.	Ext.	6.84	Jan. 16, 1882
8105	Lehigh Valley R. R.	Ticonderoga Valley R. R.	New	7.33	May 1, 1882
8113	Lehigh Valley R. R.	Pennsylvania R. R.	do	25.84	May 1, 1882
<b>DELAWARE.</b>					
<b>MARYLAND.</b>					
10021	Edgemont (n. o.), Waynesboro; ext. Chambersburg	Western Maryland R. R.	Ext.	14.25	Sept. 21, 1881
10022	Baltimore, Towson	Baltimore and Delta Rwy.	New	7.31	May 1, 1882
<b>VIRGINIA.</b>					
11026	Norfolk, Va., Elizabeth City, N. C.	Elizabeth City and Norfolk R. R.	New	46.15	July 15, 1881
11021	Richmond, Galt Mills; ext. Lynchburg	Richmond and Alleghany R. R.	Ext.	15.49	Aug. 24, 1881
11027	Richmond	do	do	32.50	Sept. 25, 1881
11026	Richmond	do	do	27.90	Dec. 20, 1881
11028	Richmond	Elizabeth City and Norfolk R. R.	New	23.50	Feb. 1, 1882
11029	Richmond	R.	do	20.50	Feb. 15, 1882
11017	Richmond	R.	Ext.	10.06	Mar. 15, 1882
11030	Richmond	R.	New	12	Apr. 24, 1882
11028	Richmond, Ashland; ext. to begin at Newport News	Lawville and New River R. R.	Ext.	10.20	May 1, 1882
11035	Richmond, Ashland; ext. to begin at Newport News	Chesapeake and Ohio Rwy.	do	75.50	May 1, 1882
11021	Hagerstown, Waynesborough; ext. Roanoke	Shenandoah Valley R. R.	do	93	June 19, 1882
<b>WEST VIRGINIA.</b>					
12007	Piedmont, Elk Garden	West Virginia Central and Pittsburgh Rwy.	New	14.50	Oct. 20, 1881

NORTH CAROLINA.					
13006	Salisbury, Best; ext. French Broad	Western North Carolina R. R.	Ext.	11.30	Aug. 15, 1881
13006	Salisbury, French Broad; ext. Marshall	do	do	12.53	Oct. 5, 1881
13006	Salisbury, Marshall; ext. Warm Springs	do	do	17.13	May 1, 1882
13016	Asheville, Recalled May 22, 1882				
13014	Oxford, Henderson	Oxford and Henderson R. R.	New	13.40	Sept. 20, 1881
SOUTH CAROLINA.					
14015	Lanes, Sumter	Central Railroad of South Carolina	New	40	Apr. 3, 1882
GEORGIA.					
15035	Roswell Junction (n. o.), Roswell	Roswell R. R.	New	11	Sept. 1, 1881
15036	Old service restated	Savannah, Florida and Western Rwy.			Sept. 19, 1881
15016	Albany, Arlington; ext. Blakely	Southwestern R. R.	Ext.	13.73	Dec. 16, 1881
15037	Augusta, Ga., Tucker's Pond, S. C.	Augusta and Knoxville R. R.	New	40.20	Jan. 1, 1882
15037	Augusta, Tucker's Pond; ext. Millway	do	Ext.	17.30	Mar. 22, 1882
15041	Cuthbert, Fort Gaines	Southwestern R. R.	New	23.20	July 1, 1880
15037	Augusta, Millway; ext. Greenwood	Augusta and Knoxville R. R.	Ext.	11.20	June 12, 1882
FLORIDA.					
16012	Palatka, Gainesville	Florida Southern R. R.	New	49.49	Dec. 1, 1881
16007	Sandford, Orlando; ext. Kissenemee	South Florida R. R.	Ext.	16.95	May 15, 1882
ALABAMA.					
17018	Boyd's Switch, Menlo	Belmont Coal and Railroad Company	New	7.11	July 18, 1881
MISSISSIPPI.					
18010	Natchez, Martin; ext. Saint Elmo	Natchez, Jackson and Columbus R. R.	Ext.	8.85	Oct. 17, 1881
18013	Stoneville, Johnsonville	Georgia Pacific R. R.	New	20.43	Mar. 1, 1882
18012	Vicksburgh, Natchezhaw; ext. Port Gibson	Mississippi Valley and Ship Island R. R.	Ext.	11.08	May 8, 1882
18004	Mobile, Columbus, Ky.; ext. Cairo, Ill.	Mobile and Ohio R. R.	do	23.20	May 22, 1882
TENNESSEE.					
19013	Tullahoma, McMinnville; ext. Rock Island	Nashville, Chattanooga and Saint Louis Rwy.	Ext.	13.18	Nov. 1, 1881
19018	Johnson City, Hampton	East Tennessee & Western North Carolina R. R.	New	15.20	Mar. 1, 1882
19017	Columbia, Mount Pleasant; ext. Terry	Nashville and Florence R. R.	Ext.	3.78	May 1, 1882
19009	Morristown, Wolf Creek; ext. Warm Spring	East Tennessee, Virginia and Georgia R. R.	do	10.32	June 12, 1882
KENTUCKY.					
20028	King's Mountain Station, Middleburgh	Cincinnati, Green River and Nashville R. R.	New	9.75	Nov. 3, 1881
20026	Shelbyville, Taylorsville; ext. Bloomfield	Northern Division, Cumberland and Ohio R. R.	Ext.	9.84	Dec. 15, 1881
20009	Paducah, Tromble; ext. Dyersburgh	Chesapeake, Ohio and Southern R. R.	do	16.87	Jan. 10, 1882
20029	Mount Sterling, Geigersville	Chesapeake and Ohio Rwy.	New	76.50	Feb. 1, 1882

## L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State and terminal.	Title of company.	Character of service.	Miles.	Date of commencement.
<b>KENTUCKY—Continued.</b>					
20037	Ashland, Louisa; ext. Peach Orchard.	Chattanooga Rwy.	Ext.	12.06	Feb. 15, 1883
20014	Owensboro', Stroud; ext. Beaver.	Owensboro' and Nashville R. R.	do.	4	Feb. 17, 1883
<b>OHIO.</b>					
21077	Nelsonville, New Straitsville.	R.	New.	26.68	July 1, 1881
21078	Norwood, Lebanon.	do.	do.	24.94	July 4, 1881
21031	Columbus, Ironton; ext. Coal Grove.	do.	Ext.	4.26	July 1, 1881
21060	do.	do.	do.	7.62	July 25, 1881
21085	do.	do.	do.	24.95	Aug. 10, 1881
21079	do.	do.	New.	5.50	Sept. 1, 1881
21075	do.	do.	Ext.	5.86	Sept. 15, 1881
21076	do.	do.	do.	5.02	Sept. 25, 1881
21073	do.	do.	do.	2.24	Oct. 10, 1881
21075	do.	do.	do.	10.00	Dec. 1, 1881
21048	do.	do.	do.	5.95	Jan. 1, 1882
21080	do.	do.	do.	59.04	Jan. 16, 1882
21009	do.	do.	do.	7.70	Feb. 1, 1882
21052	do.	do.	do.	6.35	Feb. 1, 1882
21081	do.	do.	New.	87.04	Feb. 20, 1882
21052	do.	do.	Ext.	23.28	Feb. 20, 1882
21052	do.	do.	do.	9.03	Apr. 4, 1882
21052	do.	do.	do.	4.01	Apr. 17, 1882
21052	do.	do.	do.	23.90	May 1, 1882
21078	do.	do.	do.	6.24	May 1, 1882
21081	do.	do.	do.	5.81	May 22, 1882
21057	do.	do.	do.	4.70	June 12, 1882
<b>INDIANA.</b>					
22031	do.	do.	Ext.	6.99	July 1, 1881
22040	do.	do.	New.	9.87	June 16, 1879
22039	do.	do.	Ext.	5.58	Dec. 1, 1881
22041	do.	do.	New.	6.78	Dec. 22, 1881
22015	do.	do.	Ext.	10.93	Jan. 1, 1882
22042	do.	do.	New.	24.84	Mar. 22, 1882
22038	do.	do.	Ext.	71.60	Apr. 5, 1882
22023	do.	do.	do.	47.44	Apr. 24, 1882
22027	do.	do.	do.	120.57	Oct. 24, 1881

## ILLINOIS.

23006	Kansas, Westfield, ext. West Liberty	Ext.	43.35	Oct. 1, 1881
23008	Peoria, Farmington	New	24.35	Dec. 20, 1881
23009	Kankakee, Seneca	do	43.42	Feb. 10, 1882
23006	Kankakee, Westfield, ext. Danville	Ext.	49.48	Mar. 26, 1882
23080	Wellington, Clasen Park (n. o.)	New	12.84	Apr. 1, 1882
23082	Dwight, Moneenoe	do	43.44	June 1, 1882
23083	Bates, Jermyville	do	55.79	June 15, 1882

14 P M G

## MICHIGAN.

24025	Port Huron and Northwestern Rwy	Ext.	18.91	Nov. 1, 1881
24030	Toledo and Ann Arbor R. R.	do	15.75	Nov. 1, 1881
24035	Port Huron and Northwestern Rwy	do	12.53	Dec. 20, 1881
24045	Flint and Pere Marquette R. R.	do	23.81	Jan. 10, 1882
24008	Michigan Central R. R.	do	63.23	Feb. 10, 1882
24047	Flint and Pere Marquette R. R.	do	5.12	Feb. 10, 1882
24049	do	New	8.54	Mar. 1, 1882
24050	Saint Joseph Valley R. R.	do	11.03	Mar. 1, 1882
24051	R. R.	do	149.70	Feb. 25, 1882
24052	Saginaw	Ext.	19.60	Mar. 20, 1882
24054	do	New	32.24	May 20, 1882
24082	do	Ext.	15.35	June 1, 1882

## WISCONSIN.

25028	Gundersen	Ext.	41.10	Aug. 20, 1881
25037	do	New	15.60	Sept. 1, 1881
25038	do	do	64.60	Oct. 15, 1881
25004	do, ext. Goldfield	Ext.	32.59	Oct. 20, 1881
25036	Milwaukee	do	61.71	Feb. 10, 1882
25039	do	New	10.23	Feb. 10, 1882
25016	ext. Summit Lake Station (n. o.)	Ext.	17.10	Mar. 20, 1882

## MINNESOTA.

26037	Chicago, Milwaukee and Saint Paul Rwy	New	33.85	Aug. 1, 1881
26010	do	Ext.	110.16	Aug. 16, 1881
26001	Northern Pacific R. R.	do	65.89	Aug. 1, 1881
26020	Blue Earth Br'ch of St. Paul and Sioux City R. R.	do	8.94	Sept. 1, 1881
26035	Minneapolis and Saint Louis Rwy	New	71.10	Feb. 1, 1882
26021	do	Ext.	49.78	Feb. 20, 1882
26040	Saint Paul, Minneapolis and Manitoba Rwy]	New	51.14	Apr. 10, 1882

## IOWA.

27032	Tama, Webster City; ext. Eagle Grove	Ext.	14.89	Aug. 16, 1881
27085	Jewell, Stratford	New	15.17	Aug. 16, 1881
27082	Grinnell, Montezuma; ext. State Centre	Ext.	23.18	Sept. 1, 1881
27067	Humeston, Van Wert	New	12.51	Sept. 1, 1881



## L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State and terminal.	Title of company.	Character of service.	Miles.	Date of commencement.
<b>Iowa—Continued.</b>					
27052	Igona	Chicago and Northwestern Rwy	Ext	34.13	Oct 15, 1881
27053	Goldfield	Burlington, Cedar Rapids and Northern Rwy	do	9.52	Oct. 15, 1881
27051	Albany, ext Albany	Chicago, Burlington and Quincy R. R.	do	16.53	Nov. 1, 1881
27050		Chicago, Milwaukee and Saint Paul Rwy.	New	9.73	Dec. 1, 1881
27057	Grand River (n. o.)	Huntsdon and Shenandoah R. R.	Ext.	10.41	Dec. 1, 1881
27017	ext. Davenport	do	do	27.78	Dec. 10, 1882
27003	ext. Emmetsburg	do	do	33.27	Jan. 16, 1882
27071		do	New	34.90	Feb. 1, 1882
27052		do	Ext.	22.08	Feb. 1, 1882
27046	Moines and Jefferson	Des Moines and Northwestern Rwy	do	38.91	Feb. 1, 1882
27070	Station (n. o.)	Chicago and Northwestern Rwy	New	30.12	Feb. 10, 1882
27066	City.	do	Ext.	43.41	Feb. 1, 1882
27017		Chicago, Rock Island and Pacific R. R.	New	55.78	Feb. 15, 1882
27072		Chicago, Milwaukee and Saint Paul Rwy.	do	167.80	Apr. 10, 1882
27078		Central Iowa R. R.	do	22.82	May 1, 1882
27079		do	do	29.55	May 1, 1882
27070	ext. Sioux Rapids.	Chicago and Northwestern Rwy	Ext.	38.27	May 15, 1882
27080		do	New	17.69	May 10, 1882
27081		Saint Louis, Des Moines and Northern Rwy.	do	21.55	May 16, 1882
27064	ext. Birmingham	Fort Madison and Northwestern Rwy	Ext.	38.07	June 15, 1882
27082	Winfield, Brighton	Burlington and Northwestern Rwy.	New	22.59	June 15, 1882
<b>MISSOURI.</b>					
28019		Wabash, Saint Louis and Pacific Rwy	Ext.	31.46	July 25, 1881
28040		Lexington and Southern R. R.	do	24.30	Sept. 22, 1881
28039		Saint Louis and San Francisco Rwy	do	17.58	Dec. 1, 1881
28040		Lexington and Southern R. R.	do	22.19	Dec. 23, 1881
28046		do	do	6.50	Jan. 10, 1882
28020		do	do	22.35	Feb. 1, 1882
28047		do	New	19.47	Feb. 8, 1882
28045		do	Ext.	18.25	Feb. 8, 1882
28020		do	do	24.45	Mar. 1, 1882
28048		do	do	10.33	Mar. 8, 1882
28039		Saint Louis and San Francisco Rwy	New	4.02	Apr. 5, 1882
28047		Missouri Pacific Rwy	Ext.	18.38	May 15, 1882
28028		Saint Louis, Hannibal and Keokuk R. R.	do	15.51	June 1, 1882
<b>ARKANSAS.</b>					
28008	Helena, Marianna	Iron Mountain and Helena Rwy	New	27.15	July 25, 1881
28009	Washington, Hope	Washington and Hope Rwy	do	10.84	Sept. 1, 1881

29010	Garden, Camden	Saint Louis, Iron Mountain and Southern Rwy	do	34.28	Dec. 1, 1881
29008	Helena, Marianna; ext. Forest City	Iron Mountain and Helena Rwy	Ext	16.75	Dec. 20, 1881
29011	Searcy, Kensett	Searcy and West Point R. R.	New	4.76	Feb. 15, 1882
29014	Knobel, Gainceville	Saint Louis, Iron Mountain and Southern Rwy	do	13.46	Mar. 13, 1882
LOUISIANA.					
30002	New Orleans, Donaldsonville; ext. West Baton Rouge (n. o.)	New Orleans Pacific Rwy	Ext	32.64	Aug. 1, 1881
30003	New Orleans, Washington; ext. Cheneyville	Morgan's Louisiana Railroad and Steamship Co.	do	33.96	Feb. 8, 1882
30008	New Orleans, Cheneyville; ext. Alexandria	do	do	25.39	Mar. 1, 1883
TEXAS.					
31023	do	Houston, East and West Texas Rwy	Ext	34.53	July 1, 1881
31017	do	Missouri, Kansas and Texas Rwy	do	50.01	July 1, 1881
31005	do	Houston and Texas Central R. R.	do	52.57	July 18, 1881
31009	do	Texas Pacific Rwy	do	67.10	Aug. 1, 1881
31029	do	Saline and East Texas Rwy	New	60.75	Aug. 15, 1881
31030	do	Indian and Wichita Rwy	do	27.85	Sept. 1, 1881
31011	do	Indian Pacific Rwy	Ext	17.69	Sept. 1, 1881
31025	Waco	Texas and Saint Louis Rwy	do	92.41	Sept. 1, 1881
31005	do	Houston and Texas Central R. R.	do	47.91	Sept. 26, 1881
31031	do	Texas Central R. R.	New	30.25	Sept. 26, 1881
31016	do	I. G. R. R.	Ext	110.02	Nov. 1, 1881
31032	do	Rwy	New	21.62	Dec. 1, 1881
31033	do	do	do	92.30	Dec. 1, 1881
31028	do	do	Ext	57.97	Dec. 15, 1881
31002	do	do	do	92.68	Jan. 1, 1882
31009	do	do	do	386.40	Jan. 1, 1882
31007	do	do	do	153.18	Feb. 1, 1882
31033	do	do	do	29.00	Feb. 8, 1882
31005	do	do	do	33.36	Feb. 15, 1882
31035	do	Chicago, Texas and Mexican Central Rwy	New	55.05	Mar. 1, 1882
31030	do	New York, Texas and Mexican Rwy	do	24.36	Mar. 15, 1882
INDIAN TERRITORY.					
32001	Atoka, Lehigh	Missouri Pacific Rwy	New	8.05	May 23, 1883
KANSAS.					
33030	Fort Scott, Iola	Saint Louis, Fort Scott and Wichita R. R.	New	42.64	Oct. 20, 1881
33030	Flurence, Lyons; ext. Ellinwood	Atchison, Topeka and Santa Fe R. R.	Ext	19.76	Nov. 3, 1881
33017	Flournoe, Eldorado; ext. Douglas	do	do	24.02	Dec. 1, 1881
33013	Leavenworth, Garrison; ext. Clay Centre	Kansas Central R. R.	do	30.97	Jan. 2, 1882
33030	Fort Scott, Iola, ext. Yates Centre	Saint Louis, Fort Scott and Wichita R. R.	do	18.58	Mar. 1, 1882
33026	Concordia, Logan; ext. Lenora	Central Branch Union Pacific Rwy	do	24.92	Mar. 15, 1882
33030	Fort Scott, Yates Centre; ext. Toronto	Saint Louis, Fort Scott and Wichita R. R.	do	12.68	Apr. 1, 1882
33013	Leavenworth, Clay Centre; ext. Miltonvale	Kansas Central R. R.	do	18.47	May 1, 1883

## L.—Statement showing miles of railroad mail service ordered, &amp;c.—Continued.

No. of route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
<b>NEBRASKA</b>					
34016	Endicott, Red Cloud, ext. Beatrice	Republican Valley R. R.	Ext.	32.57	Sept. 1, 1881
34018	Norfolk Junction (n. o.), Creighton	Fremont, Elk Horn and Missouri Valley R. R.	New	42.48	Sept. 1, 1881
34019	Fremont, Neligh, ext. O'Neill City	do	Ext.	30.92	Sept. 15, 1881
34020	Hastings, Indianola; ext. Culbertson	Republican Valley R. R.	do	22.41	Nov. 21, 1881
34019	Nemaha, Calvert	do	New	10.06	Nov. 21, 1881
34010	Fremont, O'Neill City; ext. Long Pine	Fremont, Elk Horn and Missouri Valley R. R.	Ext.	57.42	Dec. 15, 1881
34020	Wymore, Table Rock	Republican Valley R. R.	New	39.18	Jan. 25, 1882
34021	Emerson Junction (n. o.), Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy	do	46.67	June 1, 1882
<b>DAKOTA TERRITORY.</b>					
35007	.....	Chicago, Milwaukee and Saint Paul Rwy	New	19.50	July 1, 1881
35008	.....	do	do	24.81	July 1, 1881
35002	Chamberlain	do	Ext.	67.33	Aug. 16, 1881
35009	.....	do	New	16.97	Aug. 16, 1881
35010	.....	Chicago and Northwestern Rwy	do	40.87	Sept. 1, 1881
35010	Midway	do	Ext.	50.89	Nov. 10, 1881
35008	Howard	Chicago, Milwaukee and Saint Paul Rwy	do	21.67	Jan. 10, 1882
350114	.....	Saint Paul, Minneapolis and Manitoba Rwy	New	39.84	Feb. 1, 1882
35008	.....	Cassellton Branch R. R.	do	36.13	Feb. 16, 1882
35004	ext. Larimore	Saint Paul, Minneapolis and Manitoba Rwy	Ext.	17.02	Mar. 1, 1882
35007	ext. Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy	do	19.67	Mar. 1, 1882
<b>COLORADO.</b>					
38009	.....	Denver and Rio Grande Rwy	New	12.50	July 11, 1881
38010	n. o.)	do	do	32.50	Aug. 16, 1881
38011	.....	do	do	31.50	Aug. 16, 1881
38012	(n. o.)	do	do	43.00	Aug. 16, 1881
38013	.....	do	do	18.75	Aug. 15, 1881
38012	(n. o.) ext. to Gunnison	do	do	22.75	Sept. 20, 1881
38014	.....	Union Pacific Rwy	do	21.95	Nov. 1, 1881
38015	.....	Denver and Rio Grande Rwy	do	19.58	Nov. 25, 1881
38016	.....	do	do	28.07	Jan. 2, 1882
38017	n (n. o.)	Union Pacific Rwy	do	150.80	Jan. 2, 1882
38018	.....	Denver and Rio Grande Rwy	do	32.00	Jan. 16, 1882
38013	Wheeler	do	Ext.	5.25	Mar. 16, 1882
38015	Hammann	do	do	8.25	Apr. 16, 1882
<b>NEW MEXICO.</b>					
39002	Antonito, Chama; ext. Amargo	Denver and Rio Grande Rwy	Ext.	22.90	July 1, 1881

39004	Thorne Las Cruces.....	Atchison, Topeka and Santa Fé R. R. ....	New .....	33.85	July 1, 1881
39005	Deming, El Paso .....	South. Pacific Railroad of N. Mex. and Arizona .....	Ext. ....	88.79	Aug. 15, 1881
39002	Antonito, Amargo; ext. Durango .....	Denver and Rio Grande Rwy .....	Ext. ....	85.20	Aug. 16, 1881
39004	Thorn, Las Cruces; ext. El Paso .....	Atchison, Topeka and Santa Fé R. R. ....	Ext. ....	43.46	Nov. 1, 1881
39003	Albuquerque, Fort Wingate; ext. Brigham City .....	Atlantic and Pacific R. R. ....	Ext. ....	138.82	Dec. 10, 1881
ARIZONA.					
4	None.				
UTAH TERRITORY.					
41009	Provo City, Schofield.....	Utah and Pleasant Valley Rwy .....	New .....	59.36	Nov. 1, 1881
41010	Salt Creek, Wales .....	San Pete Valley Rwy .....	Ext. ....	26.24	June 1, 1882
41003	Ogden City, Dillon; ext. Butte City .....	Utah and Northern Rwy.....	Ext. ....	68.85	Jan. 10, 1882
WASHINGTON TERRITORY.					
43001	Kalama, Wilkeson; ext. Carbonado .....	Northern Pacific R. R. ....	Ext. ....	3.50	Aug. 1, 1881
43008	Walla Walla, Dayton .....	Oregon Railway and Navigation Company .....	New .....	40.05	Sept. 20, 1881
43009	Wallula, Spokane Bridge .....	Northern Pacific R. R. ....	Ext. ....	170.00	Sept. 20, 1881
43009	Wallula, Spokane Bridge; ext. Rathdrum .....	do .....	Ext. ....	18.00	Oct. 20, 1881
43009	Wallula, Rathdrum; ext. Ventnor (n. o.) .....	do .....	Ext. ....	30.00	Dec. 1, 1881
OREGON.					
44006	Saint Paul, Brownsville .....	Oregonian Rwy .....	New .....	65.84	Sept. 1, 1881
44007	Dayton, Monmouth .....	do .....	Ext. ....	37.48	Sept. 1, 1881
44008	Sheridan Junction Station (n. o.), Sheridan .....	do .....	Ext. ....	7.00	Sept. 1, 1881
NEVADA.					
45004	Mound House, Hawthorne .....	Carson and Colorado R. R. ....	New .....	100.00	July 16, 1881
45004	Mound House (n. o.), Hawthorne; ext. Candelaria .....	do .....	Ext. ....	58.80	Mar. 15, 1882
CALIFORNIA.					
	None.				

TABLE M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service, from 1836 to June 30, 1882.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
June 30, 1836.....		*1, 878, 296			
June 30, 1837.....	974	*1, 793, 024	*\$307, 444		
June 30, 1838.....		*2, 356, 852	*404, 123		
June 30, 1839.....		*3, 396, 655	*520, 602		
June 30, 1840.....		*3, 889, 053	*595, 353		
June 30, 1841.....		*3, 946, 450	*585, 843		
June 30, 1842.....	3, 091	*4, 424, 262	432, 568	2, 117	
June 30, 1843.....		*5, 692, 402	*783, 687		
November 4, 1843.....	3, 714	(*)	531, 752	623	
June 30, 1844.....		*5, 747, 355	*802, 006		
June 30, 1845.....		*6, 484, 592	*843, 430		
October 31, 1845.....	4, 092	(*)	587, 769		
June 30, 1846.....		*7, 781, 828	*870, 570		
November 1, 1846.....	4, 402		587, 769	310	
June 30, 1847.....		4, 170, 403	597, 475		
November 1, 1847.....	4, 735		597, 923	333	
June 30, 1848.....		4, 327, 400	584, 192		
October 1, 1848.....	4, 957		587, 204	222	
June 30, 1849.....	5, 497	4, 861, 177	635, 740	540	
June 30, 1850.....	6, 886	6, 524, 593	818, 227	1, 389	
June 30, 1851.....	8, 255	8, 364, 503	985, 019	1, 369	
June 30, 1852.....	10, 146	11, 082, 768	1, 275, 520	1, 891	
June 30, 1853.....	12, 415	12, 986, 705	1, 601, 329	2, 269	
June 30, 1854.....	14, 440	15, 433, 389	1, 758, 610	2, 025	
June 30, 1855.....	18, 333	19, 202, 469	2, 073, 089	3, 893	
June 30, 1856.....	20, 323	21, 809, 296	2, 310, 389	1, 990	
June 30, 1857.....	22, 530	24, 267, 944	2, 559, 847	2, 207	
June 30, 1858.....	24, 431	25, 763, 452	2, 828, 301	1, 901	
June 30, 1859.....	26, 010	27, 268, 384	3, 243, 974	1, 579	
June 30, 1860.....	27, 129	27, 653, 749	3, 349, 662	1, 119	
May 31, 1861.....	† 6, 886	† 5, 701, 093	† 978, 910		6, 886
June 30, 1861.....	22, 018	23, 116, 823	2, 543, 709	1, 775	
June 30, 1862.....	21, 338	22, 777, 219	2, 498, 115		689
June 30, 1863.....	22, 152	22, 871, 558	2, 538, 517	814	
June 30, 1864.....	22, 616	23, 301, 942	2, 567, 044	464	
June 30, 1865.....	23, 401	24, 087, 568	2, 707, 421	785	
June 30, 1866.....	32, 092	30, 609, 467	3, 391, 592	† 8, 691	
June 30, 1867.....	34, 015	32, 437, 900	3, 812, 600	1, 923	
June 30, 1868.....	36, 018	34, 886, 178	4, 177, 126	2, 003	
June 30, 1869.....	39, 537	41, 399, 284	4, 723, 680	3, 519	
June 30, 1870.....	43, 727	47, 551, 970	5, 128, 901	4, 190	
June 30, 1871.....	49, 834	55, 557, 048	5, 724, 979	6, 107	
June 30, 1872.....	57, 911	62, 491, 749	6, 502, 771	8, 077	
June 30, 1873.....	63, 457	65, 621, 445	7, 257, 196	5, 546	
June 30, 1874.....	67, 734	72, 460, 545	9, 113, 190	4, 277	
June 30, 1875.....	70, 083	75, 154, 910	9, 216, 518	2, 349	
June 30, 1876.....	72, 348	77, 741, 172	9, 543, 134	2, 265	
June 30, 1877.....	74, 546	85, 358, 710	§ 9, 053, 936	2, 198	
June 30, 1878.....	77, 120	92, 120, 395	9, 566, 595	2, 574	
June 30, 1879.....	79, 991	93, 092, 992	9, 567, 590	2, 671	
June 30, 1880.....	85, 320	96, 497, 463	10, 498, 986	5, 329	
June 30, 1881.....	91, 569	103, 521, 229	11, 613, 368	6, 249	
June 30, 1882.....	100, 563	113, 995, 318	12, 753, 184	8, 994	

\* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

TABLE N.—Statement of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, fasteners, use of patents, and mail locks and keys, in operation June 30, 1883.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract prices.				
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.
John Boyle	New York, N. Y.	Four years from January 1, 1881.	\$1 15	\$1 92	\$0 80	\$0 20		
do	do	do	97	41	24	16		
do	do	do		67	52	14		
J. C. Lighthouse	Rochester, N. Y.	do		6 00	5 28	4 53		
do	do	do			5 61	4 55	\$2 00	
John Boyle	New York, N. Y.	do			4 99			
do	do	do				3 91		
do	do	do						\$0 05
John A. Plumley	Washington, D. C.	One year from October 15, 1881						0024
Eagle Lock Company	Terryville, Conn.	do						16
do	do	do						25
Younglove & Co.	Cleveland, Ohio	Determinable at any time by the Postmaster-General.						13 06
Sockets for catchers	do	do						40
Use of patent	Muncie, Ind.	do						36
Do	New York, N. Y.	do						19
General mail locks	Washington, D. C.	do						07
Keys to same	Bridgeport, Conn.	4, 8, or 12 years from Sept. 1, 1880, at option of Postmaster-General.						52
Through mail locks	Manufacturing Co.	do						09
Keys to same	do	do						75
City mail-service locks	do	do						12
Keys to same	do	do						34
Street letter-box locks	do	do						00
Keys to same	do	do						85
Through registered mail-locks	W. F. Beasley	Oxford, N. C.	do					13
Keys to same	do	do						2 50
	do	do						25

TABLE O.—Statement of the number, description, and prices of mail-bags, mail-catchers, &c., purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1882.

Number.	Description.	Size.	Prices.	Cost.	Aggregate.
3,000	Leather mail-pouches .....	No. 2	\$5 61	\$16,830 00	
2,300	.....do .....	No. 3	4 55	10,485 00	
1,000	.....do .....	No. 4	3 50	3,500 00	
1,000	.....do .....	No. 5	2 60	2,600 00	
7,300					\$33,895 00
500	Through registered mail-pouches .....	No. 1	7 00	3,500 00	
500	.....do .....	No. 2	4 99	2,495 00	
	Royalty for patent applied to same.....	No. 2	10	50 00	
1,000					6,045 00
500	Mail-catcher pouches .....		3 91	1,955 00	
	Royalty for patent applied to same .....		10	50 00	
					2,005 00
1,100	Leather horse-mail bags .....	No. 1	6 00	6,600 00	
700	.....do .....	No. 2	5 29	3,708 00	
100	.....do .....	No. 3	4 53	453 00	
	Expenses of inspecting same .....			28 53	
1,900					10,784 53
80,000	Jute-canvas mail-sacks .....	No. 1	67½	54,200 00	
9,000	.....do .....	No. 3	14	1,280 00	
89,000					55,480 00
300	Cotton-canvas mail-sacks .....	No. 0	1 15	345 00	
500	.....do .....	No. 1	1 02	510 00	
500	.....do .....	No. 3	20	100 00	
1,300					955 00
500	Foreign registered mail-sacks.....	No. 1	41½	207 50	
500	.....do .....	No. 2	24½	122 50	
500	.....do .....	No. 3	16	80 00	
1,500					410 00
350,000	Printed wooden tags .....		002½	816 67	
600,000	.....do .....		002½	1,850 00	
					2,666 67
150,000	Tie-sack fasteners .....		19		28,500 00
20,000	Iron label-cases .....		10	2,000 00	
3,000	Brass label-cases .....		25	750 00	
					2,750 00
1,500	Sheets mail-bag label-cards .....		09½		146 25
300	Mail-bag catchers.....		15 00	4,500 00	
169	Mail-bag catchers, repaired .....			106 76	
					4,606 76
	Repairs of mail-bags of every description .....				51,156 67
	Total expense on account of mail-bags and mail-catchers .....				198,380 88
	Unexpended balance of appropriation.....				1,619 12
	Amount of appropriation .....				200,000 00

TABLE P.—Statement of mail-locks purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1882.

Quantities.	Description.	Price, each.	Cost.	Aggregate cost.
399	Iron mail-locks .....	\$0 58	\$231 42	
29,554	General mail-locks .....	52	15,368 08	
				\$15,599 50
20,000	Iron mail-locks, repaired .....	40	8,000 00	
4,000	Street letter-box locks, repaired .....	35	1,400 00	
				9,400 00
	Total expense for mail-locks .....			24,999 50
	Unexpended balance of appropriation .....			50
	Amount of appropriation .....			25,000 00

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# **TRANSFER OF MAILS.**

**BETWEEN**

**RAILROAD DEPÔTS AND POST-OFFICES IN THE  
LARGER CITIES.**

**LETTER FROM THE CHIEF POST-OFFICE INSPECTOR.**

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# TRANSFER OF MAILS BETWEEN RAILROAD DEPOTS AND POST-OFFICES IN THE LARGER CITIES.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
*Washington, D. C., October 19, 1882.*

**SIR:** I have the honor to recommend for your consideration a plan which involves a radical change in the transportation of mails in large cities, affecting the "transfer" and "local station" service.

As you are well aware, the present system of letting to the lowest bidder for four years a contract to perform the service of delivery of mails at the railroads and post-offices has caused and is causing the greatest embarrassment and confusion.

I hazard the assertion that the conclusion is a tenable one, that it is impossible to secure reliable and satisfactory service under the present plan, and that this is a service which vitally affects our entire postal system. Complete failures have recently occurred at important points, creating great confusion. The service at other important points is in the hands of contractors who are not adequately responsible, and who are running the service possibly at a loss, their bondsmen being sufficiently responsible to justify them in giving to the government such service only as will suffice to prevent the contractor from being declared "a failing contractor," which action would result in greater loss to them than to continue the service.

Under such circumstances it is obvious that the government is but poorly served.

The contractor's outfit is such as will barely answer the purpose. The cheapest men obtainable are employed, and are not always paid their wages. They are constantly being shifted and changed, and not paid enough to secure suitable men at the start.

They are indifferent and careless in the performance of their duties.

The mails in large cities are in charge of such contractors and drivers, and are unaccompanied by postal officials in many instances. The risk is very great, both as to loss and robbery, and also as to failures in the service, which result in detentions of whole wagon-loads of mail at a time, depriving whatever section of country is thus affected of that prompt communication which a more efficient service would afford.

Experience proves that under the present system irresponsible bidders are quite certain to obtain the contracts for such service. Expensive wagons of special pattern are required, and all bidders understand that at the end of the contract term their wagons will have no value for other purposes.

It is fair to assume, therefore, that a careful bidder would add in bidding an estimate of the entire cost of an outfit, so that the government has really to purchase the plant.

If the government were to provide the horses, wagons, and necessary materials to perform this service at, say, five leading cities where

it is most important, reliable and efficient service would be secured at its prime cost, and I believe this is the only method by which reliable service can be secured and its proper performance guaranteed, or by which we can promise satisfactory results to any part of the postal service of the country, which all depends to a great extent upon this branch.

I therefore respectfully recommend that the necessary legislation be asked for of Congress and that estimates of the cost be furnished. I would outline the following plan:

That the law authorize the appointment of an officer as superintendent of this service for all of the points included in the plan; that he be selected for his special fitness for such duties as may devolve upon him, and be required to give ample bonds as a disbursing officer.

That stables be rented and horses and wagons purchased under the same plan now pursued by the War Department in purchasing supplies after public advertisement; that the highest grade of animals and material be secured, so that the best of service may be guaranteed, and the outfits present an appearance creditable to the department and the government.

At each of the cities selected an assistant superintendent should be appointed who will have charge of this service in that city. Competent and thoroughly reliable drivers and employés should be hired and paid a fair compensation, taking perhaps as a guide in this respect the organization of the best express-company service.

The regulations and rules governing the purchase of feed and supplies can easily be established, so that the interests of the government shall be protected and the best results secured.

I will present to you at the proper time statistics showing the number of animals, wagons, employés, &c., in use by contractors at each of the points where you may decide to recommend the adoption of such new service, together with an estimate of what would be required to put it in operation, and its probable cost, so that reliable estimates may be presented to Congress, with recommendation, in case it should be decided to lay the matter before that body.

Very respectfully,

DAVID B. PARKER,  
*Chief Inspector.*

Hon. R. A. ELMER,  
*Second Assistant Postmaster-General.*

**R E P O R T**  
**OF THE**  
**GENERAL SUPERINTENDENT**  
**OF**  
**RAILWAY MAIL SERVICE**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1882.**



**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.**

**POST-OFFICE DEPARTMENT,**  
**OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,**  
*Washington, D. C., October 23, 1882.*

**SIR:** At the last session of Congress (Forty-seventh Congress, first session) an act was passed reorganizing the railway mail service in accordance with the recommendations of the Postmaster-General, and the suggestions of this office made in each annual report from and including that for 1879 to that for 1881. Under this act, which was approved July 31, 1882, an order of the Postmaster-General was issued to carry the same into effect, as follows:

**ORDER OF THE POSTMASTER-GENERAL REORGANIZING THE RAILWAY MAIL SERVICE.**

**ORDER No. 354.]**

**POST-OFFICE DEPARTMENT,**  
*Washington, D. C., August 1, 1882.*

In carrying into effect the act of Congress reorganizing the railway mail service, approved July 31, 1882, viz:

AN ACT to designate, classify, and fix the salaries of persons in the railway mail service.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That persons in the railway mail service, known as railway post-office clerks, route agents, local agents, and mail route messengers, shall, on and after the passage of this act, be designated as railway postal clerks, and divided into five classes, whose salaries shall not exceed the following rates per annum:

First class, not exceeding eight hundred dollars; second class, not exceeding nine hundred dollars; third class, not exceeding one thousand dollars; fourth class, not exceeding one thousand two hundred dollars; and fifth class, not exceeding one thousand four hundred dollars: *Provided,* That the Postmaster-General, in fixing the salaries of clerks in the different classes, may fix different salaries for clerks of the same class, according to the amount of work done and the responsibility incurred by each, but shall not, in any case, allow a higher salary to any clerk of any class than the maximum fixed by this act for the class to which such clerk belongs.

**SEC. 2.** That the sums appropriated in the act entitled "An act making appropriation for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes," approved May fourth, eighteen hundred and eighty-two, for the compensation of the railway post-office clerks, route agents, mail route messengers, and local agents, be consolidated into one fund, and applied for the compensation of the clerks embraced in the five classes under the title of railway postal clerks, provided in this act.

(Signed)

**J. WARRAN KEIFER,**  
*Speaker of the House of Representatives.*  
**DAVID DAVIS,**  
*President of the Senate pro tempore.*

(Signed)

Approved July 31, 1882.

the following regulations will be observed:

**SEC. 1. Designation of clerks.**—In accordance with this act all former designations of employes of the railway mail service are obsolete, and they will be hereafter known as railway postal clerks.

**SEC. 2. *Nomenclature of railway mail service.***—For the sake of uniformity all lines will be called railway post-offices.

**SEC. 3. *Organization of working crews.***—On lines where but one clerk to a car is appointed to perform the duties, and who runs an average of one hundred miles or more per day, he will be of class three, at \$1,000 per annum. If the average daily distance run is less than one hundred and not less than ninety miles the clerk will be of class two, at \$900 per annum; if the average daily distance run is less than ninety and more than eighty miles the clerk will be of class two, and the salary will be at the rate of \$10 per annum for each mile of the daily average of miles run. If the average distance run daily is eighty miles or less the clerk will be of class one, and the salary will be \$10 per annum for each mile of the daily average of miles run.

On lines that have been known as full railway post-office lines or that may hereafter be established in like manner, where two clerks are needed there may be one of class five, at \$1,300 per annum, and one of class four, at \$1,150 per annum.

On lines where three clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; and one of class three, at \$1,000 per annum.

On lines where four clerks are needed there shall be one of class five, at \$1,300 per annum; one of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and one of class two, at \$900 per annum.

On lines where more than four clerks are needed such additional clerks shall be of class two or one; except two distributing cars are run on the same train (one car being for the distribution of letter mail and the other car for the distribution of newspaper mail), when there may be one clerk of class five, at \$1,300 per annum; three of class four, at \$1,150 per annum; one of class three, at \$1,000 per annum; and all additional clerks of class two or one.

The clerk of the highest class in any crew will be designated the "clerk in charge."

**SEC. 4. *"Helpers."***—When it becomes necessary to furnish assistance on any line, the clerk assigned to such duty will be designated a "helper," whether he runs over the entire line or only a portion of it; but such helper shall not be of a higher class nor receive a higher salary than the clerk to whom he is assigned as a helper; and in no case shall the salary of such helper exceed that of a clerk of class two.

**SEC. 5. *Clerks on steamboat lines.***—Clerks on steamboat lines will be of class one, at a salary not exceeding \$720 per annum; the salary to be determined by the amount of work to be performed and the importance of the line.

**SEC. 6. *Transfer service.***—Local agencies having been abolished by the act of Congress before quoted, superintendents may, if approved by the general superintendent, detail clerks not above class four at \$1,150 per annum at certain important junctions to look after the handling of mails at railroad depots, and to perform such other duties pertaining to the railway mail service as may be required. If more than one clerk is needed for such duty at the same depot, such additional clerks shall be of classes below class four, but in no case shall more than one clerk of the same class, above class one, be so detailed at the same depot. Clerks so detailed will be designated railway postal clerks, and all vacancies occurring in such details shall be filled from clerks serving on lines.

**SEC. 7. *Providing for emergencies.***—To meet emergencies, superintendents may make any assignment of clerks in their respective divisions which may be necessary for the benefit of the service, but not for a longer period than ten consecutive days; and such assignments must be at once reported to the general superintendent.

**SEC. 8. *Chief clerks and assistants.***—Clerks who may be detailed to duty at certain important points in charge of one or more lines will be designated "chief clerks," and such details may be made from clerks of class five, at a salary of \$1,400 per annum. No clerk will be detailed to assist a chief clerk except in special necessary cases, and the clerk so detailed shall not be above class three.

**SEC. 9. *Detail of clerks.***—Superintendents may detail clerks from one route to another, but clerks so detailed must be assigned to duty in accordance with this order. Clerks may be detailed for clerical duty pertaining to the railway mail service. All details (except in cases of emergency) must be reported to the general superintendent for his approval before going into effect.

**SEC. 10. *Reassignments.***—Superintendents are hereby instructed to reassign clerks in accordance with this order.

**SEC. 11. *Salaries to be regulated by duties assigned.***—In no event will a clerk be allowed the salary of a higher class than is by this order assigned to the duties actually performed by him, except when ordered to perform duties of a lower grade in case of emergency.

**SEC. 12. *Inability of clerks to fill positions to which assigned.***—Whenever a clerk is unable to perform the duties of the position to which he is assigned, the superintendent will at once report the facts to the general superintendent, with a recommendation for reduction or retirement.

**SEC. 13. *New appointments.***—All original appointments to the position of railway

postal clerk shall be made as clerks of class one, and for a probationary period of six months from the date of the same. No reappointment at or before the expiration of the probationary period shall be made unless the appointee shall have shown himself proficient in his duties, fully competent to perform the same, and shall pass a satisfactory examination upon the duties of his position.

SEC. 14. *Superintendents to report necessary changes.*—Superintendents will report at once to the general superintendent any changes which may be necessary under this order to carry it into effect.

SEC. 15. *Date this order takes effect.*—This order will take effect on and after August 1, 1882. All regulations or parts of regulations of this department inconsistent with this order are hereby rescinded.

T. O. HOWE,  
Postmaster-General.

As the service was immediately reorganized under this order, which took effect within one month after the expiration of the fiscal year with which this report is concerned, it has been considered best to show the service at the close of the fiscal year, both as it was under the old organization and as it would have been reported under the reorganization, in order to afford a basis for a comparison with its condition on the 30th of June, 1883.

At the close of the fiscal year ended June 30, 1882, there were employed in this service 3,570

#### RAILWAY POSTAL CLERKS,

with salaries aggregating \$3,486,779, or an average annual salary to each of \$976.68. This was an increase in number over those in the service at the close of the previous fiscal year of 393, or 12.37 per cent., and a decrease of \$1.85 per annum in the average salary paid to each.

Under the old organization the clerks were graded and paid as follows:

Number.	Grade.	Annual cost.
1,517	Railway postal clerks .....	\$1,706,390
1,557	Route agents .....	1,410,880
334	Mail route messengers .....	222,739
162	Local agents .....	140,670
Total. 3,570		3,480,679

These figures represent the condition of the service on the 30th of June; but the actual expense during the year was as follows:

Railway postal clerks .....	\$1,574,404 36
Route agents .....	1,322,336 20
Mail route messengers .....	189,883 92
Local agents .....	149,228 74
Total .....	3,235,853 12

#### RAILWAY POST-OFFICE LINES.

It affords me pleasure to be able in this report, for the first time since the mails have been carried by rail, to present a table (A<sup>1</sup>) showing all the railway post-office lines in the United States, arranged in alphabetical order, giving the terminal post-offices, the distance run, the railroads over which they run, the annual miles of service, the number of cars and parts of cars in use and in reserve, and the number of railway postal clerks employed in each car. From this it will be seen that on June 30, 1882, there were in operation 769 railway post-offices (new



designation). Those upon which "railway post-office cars" are run and paid for are designated in the table by being printed in *italics*. These railway post-offices were conducted in 342 whole cars and 1,462 apartments in cars, a total of 1,804 cars and apartments, and were run over 87,865 miles of railroad, making 75,741,438 miles of annual service.

There were employed upon these lines 3,122 railway postal clerks; 162 clerks, as before stated, were detailed as transfer clerks (formerly known as "local agents"); 286 were detailed as chief clerks and for other clerical duty in connection with the service at this office, division headquarters, and other prominent points where needed, and were running upon steamboats; making a total of 3,570. The average number of miles traveled annually by each clerk in railway post-offices was 38,564. A comparison of these figures with those given by the Second Assistant Postmaster-General shows that there were 12,698 miles of railroad upon which there were no railway post-office lines, and that 38,253,880 miles of annual service were performed with express mails and closed pouches over these routes and portions of routes, and also upon other than mail trains, over routes where railway post-office lines were running.

#### GROWTH OF THE SERVICE.

Table B<sup>1</sup>, hereto appended, shows the growth of the service as far as it can be compiled from the reports of the Postmaster-General from 1834 to the present time. In his report for the fiscal year ended November 1, 1834, Postmaster-General W. T. Barry says:

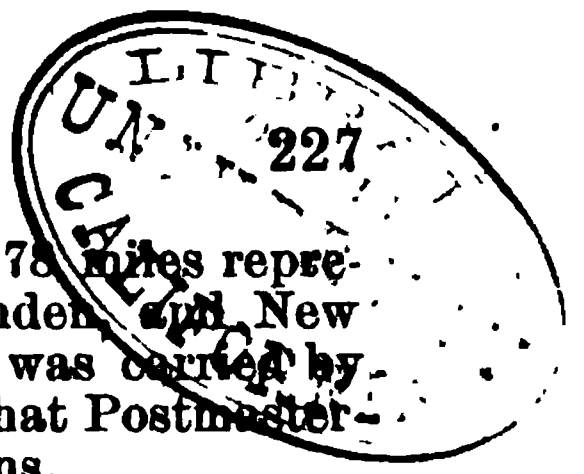
The celerity of the mail should always be equal to the most rapid transition of the traveler; and that which shortens the time of communication, and facilitates the intercourse between distant places, is like bringing them nearer together; while it affords convenience to men of business, it tends to counteract local prejudices by enlarging the sphere of acquaintance. These considerations have always had their full weight upon my mind in making improvements in mail operations. The multiplication of railroads in different parts of the country promises, within a few years, to give great rapidity to the movements of travelers, and it is a subject worthy of inquiry, whether measures may not now be taken to secure the transportation of the mail upon them. Already have the railroads between Frenchtown, in Maryland, and New Castle, in Delaware, and between Camden and South Amboy, in New Jersey, afforded great and important facilities to the transmission of the great Eastern mail.

The railroad between this city and Baltimore will soon be completed, and the distance from the post-office in this place to that of Baltimore, will not be materially varied from the present road, 38 miles. From Baltimore, by Port Deposit, in Maryland, to Coatesville, in Pennsylvania, the line for a railroad is located, and the stock subscribed for its completion, and from Coatesville to Philadelphia, a railroad is made and in operation. The distance between Baltimore and Philadelphia on this road will be one hundred and seventeen miles, about eighteen miles greater than the present land route. From Philadelphia to Trenton bridge, about twenty-eight miles, the railroad is nearly completed, and from New Brunswick, in Jersey, to Jersey City, on the west side of the Hudson River, opposite the city of New York, thirty miles, the railroad is in a state of progress. When these works shall be completed, the only interval will be between Trenton and New Brunswick, about twenty-six miles, to complete an entire railroad between this place and the city of New York, and it cannot be supposed that the enterprising State of New Jersey will long delay to perfect a communication of such great importance, passing through most of her largest and most flourishing towns.

When this shall be done, the whole distance between this city and New York on a continuous railroad, will not exceed two hundred and forty miles, and the journey may be performed at all times with certainty, allowing ample time for stopping at important places on the road, in sixteen hours, and ordinarily in a shorter period.

If provision can be made to secure the regular transportation of the mail upon this and upon other railroads which are constructing, and in some instances, already finished, it will be of great utility to the public, otherwise these corporations may become exorbitant in their demands, and prove eventually to be dangerous monopolies.

# ESTIMATES 1884—MAIL DISTRIBUTED.



From the figures following in this table, the modest 78 miles representing the distance between South Amboy and Camden, and New Castle and Frenchtown (Elkton), over which the mail was carried by the stage-coach contractors in 1834, it does not appear that Postmaster-General Barry was at all extravagant in his anticipations.

During the past year the increase in miles of railroad route over the preceding year was 8,994, or 9.82 per cent.

## ESTIMATE FOR 1884.

I append a table showing the expenditures for railway postal clerks (new designation), from 1877 to the present time:

*Expenditures on account of employes of railway mail service (railway postal clerks) 1877 to 1882, and estimate for the same for 1884.*

Fiscal year ending June 30—	Number of railway postal clerks in service June 30.	Increase.	Expenditures.	Increase over preceding year.	Per cent. of increase over preceding year.	Increase of miles of railroad route.
1877.....	2,500	.....	\$2,436,547 58	.....	.....	.....
1878.....	2,608	108	2,496,663 82	\$60,116 24	2.46	2,574
1879.....	2,608	1	2,666,815 65	169,651 83	6.79	2,871
1880.....	2,946	337	2,778,645 47	112,329 82	4.21	5,329
1881.....	3,177	231	3,039,113 97	260,468 50	9.37	6,249
1882.....	3,570	393	3,235,853 12	196,739 15	6.47	8,994
1883*.....	.....	.....	*3,710,000 00	474,146 88	14.65	.....
1884†.....	.....	.....	†3,977,120 00	267,120 00	7.20	.....

\* Appropriation.

† Estimate.

The average annual per cent. of increase of each year over the preceding year from \$2,436,547.58 in 1877 to \$3,710,000 appropriated for 1883 is 7.20 per cent.; on which basis the estimate for 1884 should be \$3,977,120. It is believed, in view of the large increase made for the present fiscal year, and the facility with which expenditures can be regulated under the new organization, that this increase will be sufficient to enable postal clerks to be appointed upon new railroads as fast as completed, where the amount of mail to be handled is large enough to justify their appointment.

## MAIL DISTRIBUTED, ERRORS CHECKED, &C.

During the past year the railway postal clerks handled and distributed 2,155,213,880 letters and postal cards, and 1,278,176,600 pieces of other mail matter, or a total of all classes of ordinary mail matter of 3,433,390,480, besides 14,234,310 registered packages and 570,483 through registered pouches. This was an increase over 1881 of 351,230, 160 letters, or 19.48 per cent., and of other mail matter of 228,880,250, or 21.82 per cent., and a total increase of all classes of mail matter of 580,110,410, or 20.33 per cent. The increase of registered packages and pouches handled over the number reported last year is 2,776,028, or 23.9 per cent.

In the distribution of this matter 902,489 errors were made, or one for every 3,805 pieces handled, against one in every 3,624 pieces handled in 1881, one in every 3,482 pieces handled during 1880, and one in

every 3,469 pieces handled in 1879. These figures show that the clerks continue to improve in accuracy in distribution with the increase of the mails. During the past year 405,706 errors were checked against postmasters as against 454,349 errors in 1881, which shows that the distribution at post-offices has improved during the year. Tables C<sup>1</sup>, D<sup>1</sup>, and E<sup>1</sup>, hereto appended, give the details of which the foregoing is a synopsis.

#### FACING SLIPS.

The regulations require postal clerks to place upon each letter package and in each sack of other mail matter made up by them to be redistributed in another railway post-office, or post-office, a slip of paper called a "facing slip," about four inches long by two and one-half inches wide, and bearing on its face, either printed or written, the descriptive title and destination of the mail forwarded under it, the postmark of the railway post-office and direction moving, and the name of the clerk making up the mail. These slips are also placed inside of packages and sacks made up direct for a post-office.

The clerk who opens one of these packages or sacks, if the package or sack has been missent or misdirected, notes the fact upon the slip, which he retains, and sends the package or sack in the proper direction accompanied by one of his own slips.

If the package or sack is properly addressed, the clerk notes upon the slip whether any letters, &c., have been placed therein which should have been sent in another direction or included in some other package or sack, giving a description of the same, and placing his name and postmark upon the incorrect slip. At the end of each trip a report is made to the division superintendent of the mail received, distributed, and delivered upon the trip, giving the number of packages of letters and sacks of other mail distributed. With this report are inclosed all incorrect slips.

Tables C<sup>1</sup>, D<sup>1</sup>, and E<sup>1</sup> are consolidated from these trip reports. Repeated actual counts have enabled this office to fix upon the average number of letters in a package as 40, and of pieces of other mail matter in a sack as 150, and by multiplying the number of packages and sacks by these figures respectively an approximate estimate of the work performed is obtained. It must be remembered, however, that the totals thus obtained are largely in excess of the entire number of letters, &c., mailed in the United States during the year, as every time a letter or paper is distributed it is counted, and while one distribution takes a large number of pieces of mail to their destination, a still larger number require two or more distributions before each piece is placed in a direct package or sack for the post-office to which it is addressed.

It appears from Table C<sup>1</sup> that during the year 62,408,191 letter packages and sacks of other mail were distributed, each of which required a facing slip to accompany it. One half may safely be added to this number for facing slips placed in direct packages and sacks, making a total of 93,612,286 facing slips used by this service during the year. The number of blank slips furnished by the blank agency is reported by the superintendent as 32,736,600. The remainder, about sixty millions, were procured by the clerks at their own expense with the information printed thereon, which is required by the regulations to be either printed or written. The average price paid by the clerks for printing, the paper (manila wrapping) being furnished by the blank agency, is 25 cents per thousand. It thus appears that the postal clerks contributed out of

their own scanty pay about \$15,000 for the improvement of the postal service during the past year. It is greatly to be desired that the use of printed slips be made general, as it contributes very largely to accuracy in distribution and dispatch of the mails, but I do not think it right to require clerks to have them printed at their own expense. The printing of these slips ought to be done at division headquarters, under the supervision of the superintendent, upon paper furnished as now by the blank agency. I have for some time been reluctant to approve requisitions for paper belonging to the postal service to be delivered to outside parties for printing and cutting into slips for the use of postal clerks, and have only done so in rare instances, because the interest of the service seemed to demand it. By an expenditure of not over \$1,000 at each division headquarters a press, paper-cutter, type, &c., could be purchased, and postal clerks could be detailed to print and issue the slips as needed. I would therefore request that Congress be asked to authorize the Postmaster-General to expend out of the appropriation for transportation of the mails by railroads, not to exceed nine thousand dollars for the purchase of presses, paper-cutters, and printing material, to be used at the several division headquarters in printing facing slips for this service.

#### CASE EXAMINATIONS—CHIEF CLERKS.

Tables F<sup>1</sup> and G<sup>1</sup>, hereto appended, show the results of the examinations of the railway postal clerks during the year in the distribution of cards bearing the names of post-offices into cases labeled with the States and counties in which the post-offices are located. These examinations are conducted by postal clerks of class five, at a salary of \$1,400 per annum, who are detailed, on account of their superior knowledge of the service and their executive ability, as chief clerks to superintend these examinations, and also to assist division superintendents at important railroad junctions in the general management of the service.

In the discharge of these duties they are necessarily compelled to travel a great deal, involving considerable additional expense, for which they ought to be repaid. I therefore recommend that Congress be asked to give the Postmaster-General authority to allow railway postal clerks detailed as chief clerks not to exceed \$3 per day for expenses while traveling on the business of the railway mail service, to be paid out of the appropriation for the transportation of the mail by railroad.

#### PROBATIONARY APPOINTMENTS.

Attention is invited to the Table G<sup>1</sup>, being a statement of the case examinations of railway postal clerks during probation. It will be seen that out of 1,027 appointed upon probation, 208 (or over twenty per cent.) failed to pass final examination, and either resigned or were dropped at the expiration of their probationary terms.

#### CASUALTIES—RELIEF FOR THE VICTIMS.

Table H<sup>1</sup>, hereto appended, shows that during the past fiscal year there were 83 casualties, in which 3 railway postal clerks lost their lives, 16 were seriously and 20 were slightly wounded.

During the past eight years, as appears from Table I<sup>1</sup>, compiled from the annual reports, 269 casualties have been reported, in which 19 employes of this service have been killed, 84 have been seriously and



77 slightly wounded. Under the regulations, as amended by an order of the Postmaster-General of June 16, 1882, leave of absence with pay is granted to postal clerks disabled by injuries received, without contributory negligence on their part, while in the discharge of their duties, for a period of not to exceed six months; but any extension of leave beyond that period must be without pay, which is a hardship for which relief should be given, and the Postmaster-General should be authorized to continue such disabled postal clerks upon leave with the full pay of their grade until recovery, or at least one year.

No provision is or can be made for the families of those killed in the service until action is taken by Congress. I renew the recommendation made in each annual report for the last seven years, that the Postmaster-General may be authorized to pay to the widow, or guardian of minor children, of railway postal clerks killed in the service, a sum equal to two years' salary of the grade held at the time of death. This would involve no additional appropriation, as the deductions from pay for failure to perform service, absence without leave, leaves of absence without pay, and violations of the regulations would be sufficient to meet all such payments. During the last fiscal year these deductions, as reported by the Auditor, amounted to nearly \$15,000, which now reverts into the Treasury. The three clerks killed in the accident between Charleston, S. C., and Savannah, Ga., January 22, 1882, received salaries at the following rates: H. A. Fox, \$1,300; W. H. Burbridge, \$1,150; and George E. Osborne, \$900, each per annum. Two years' pay to the widows or children of these men amounts to \$6,700, or less than one-half the amount deducted for the reasons above mentioned. It is impossible to preserve the discipline necessary among a force of nearly 4,000 men in order to keep up the efficiency of the service, without making deductions from the pay of individuals for failure to perform service, or for neglect to discharge their duties in accordance with the postal laws and regulations, and it would greatly add to the welfare of the service and go far to remove the discontent sometimes manifested by those who have had deductions made from their pay, were Congress to authorize the Postmaster-General to apply these deductions, as above suggested, to the relief of the families of those killed, and to meet the necessities of those disabled for a longer term than leave of absence with pay is now granted for.

#### RAILWAY POSTAL CARS—ESTIMATE.

The appropriation for railway post-office cars for the past year was \$1,526,000. The railway post-office lines upon which railway post-office cars were run and paid for are designated by their names being printed in *italics* in Table A<sup>1</sup>, to which reference is made. They are the main trunk lines upon which the great through mails are transported and distributed. A detailed account of the division of the appropriation among the railroads comprising these lines is given in Table I, appended to the report of the Second Assistant Postmaster-General. It is believed that the increase of business over existing trunk lines and the completion of missing links in nearly completed new trunk lines will necessitate an additional appropriation for 1884 of \$100,000, and I therefore recommend that an appropriation of \$1,626,000 be asked for railway postal cars for 1884.

#### LOCAL RAILWAY POST-OFFICE SERVICE.

Much inconvenience is experienced by the inhabitants of the towns and villages along some of the lines of railroad traveled by the rail-

way post-offices carrying the great through mails, on account of the inconvenience to business men of the hours at which the railway post-offices arrive and depart. Upon most of these roads accommodation trains are run to and from the principal terminals for distances of 100 miles, more or less. It will be a great benefit to the people living along these lines if postal clerks can be placed upon these accommodation trains, and the revenues of the department would be increased by the additional number of letters which would be written when business men could write in the morning to their correspondents in the city or in the neighboring towns and receive a reply in the evening of the same day. It is believed that with the additional appropriation asked for railway postal clerks the service can be placed upon such trains where it is most needed. Wherever the correspondence already existing is sufficient to warrant the establishment of a railway post-office (new designation), the correspondence will double soon after such facilities are furnished for its more speedy exchange.

#### FAST MAILS AND SPECIAL FACILITIES.

The appropriation for special facilities for 1882 was \$425,000. A detailed statement of the manner in which the appropriation was expended will be found in Table K, appended to the report of the Second Assistant Postmaster-General.

The results obtained by the expenditure were as follows:

*New York to Springfield, Mass.* (New York, New Haven and Hartford Railroad).—This train was established at the instance of the Post-Office Department. Leaving New York at 5 a. m., it received mail leaving Washington, D. C., the previous day at 5.40 p. m.; Baltimore, 7.25 p. m.; Philadelphia, 12 midnight; and New York at 5 a. m. Delivered and received mail between New York and New Haven, Conn., where it arrived at 8.03 a. m. Without this train the mail would have been delivered at New Haven at 10.20 a. m. It connected at New Haven with train leaving at 8.08 a. m., with a postal clerk, for New London and Providence. Mail was received and delivered at all intermediate offices, and delivered at New London at 10.10 a. m. instead of 12.40 p. m.; Providence, at 12.45 instead of 3.45 p. m.; and there was a train connection from Providence to Boston. The New Haven and Willimantic R. P. O. left New Haven in connection with this train at 8.05 a. m., and at Willimantic connected with the Boston and Waterbury R. P. O. Mails were delivered and received at all places between New Haven and Boston. Mails were delivered at Middletown at 8.58 p. m., arriving in Boston at 1.25 p. m. instead of 3.55 p. m.; arriving at Hartford at 9.44 a. m. instead of 11.45 a. m.; Springfield, at 10.40 a. m. instead of 12.28 p. m. Mail for Lowell and Lawrence was delivered at 3.30 p. m., formerly delivered at 6.30 p. m. Early deliveries were also made to Worcester, Salem, Lynn, Newburyport, Haverhill, and many other important offices in Massachusetts; to Nashua, Manchester, Concord, Portsmouth, Dover, Great Falls, and to other offices in New Hampshire, and to points in Maine as far east as Portland. This train was not in the Railway Guide as one of the company's passenger trains. It carried a very large mail.

*New York to Chicago, Ill.* (New York Central and Hudson River Railroad, and Lake Shore and Michigan Southern Railroad).—This was for the fast mail that left New York at 4.35 a. m. and arrived at Chicago the following morning at 9.40 a. m.; also for another fast mail that left

New York at 8.50 p. m., arriving at Cleveland, Ohio, the following day at 1.50 p. m., Toledo 5.40 p. m., and Chicago the second day at 6 a. m.

Train leaving New York at 4.35 a. m. Three postal cars on this train, New York to Syracuse; two from Syracuse to Buffalo, and one from Buffalo to Chicago. This train was established at the instance of the Post-Office Department as special to Albany, where the postal cars were transferred to the regular train "made up" there for Buffalo, and from Buffalo to Chicago on the limited express, where it arrived at 9.40 a. m. At Fishkill it connected with the Millersville and Dutchess Junction R. P. O. It delivered mail at Newburgh at 6.10 a. m. instead of 10.01 a. m.; Poughkeepsie, at 6.30 a. m. instead of 10.36 a. m. At Rhinecliff it connected with the Boston Corners and Rhinecliff R. P. O. Delivered the mail at Rhinecliff, Rondout, and Kingston at 6.54 a. m. instead of 11.08 a. m.; Hudson, 7.32 a. m. instead of 12.01 p. m.; Albany, 8.20 a. m. instead of 1 p. m.; Troy, 8.50 a. m. instead of 1.15 p. m.; Schenectady at 9 a. m. instead of 1.55 p. m.; Little Falls at 10.45 a. m. instead of 3.50 p. m.; Utica, 11.22 a. m. instead of 4.30 p. m.; Rome, 11.53 a. m. instead of 5.09 p. m.; Syracuse at 1 p. m. instead of 6.25 p. m.; Rochester, 4.05 p. m. instead of 11.05 p. m.; Buffalo, 6.30 p. m. instead of midnight. Formerly these postal cars left New York at 8 a. m. and arrived at Chicago the following day at 7.40 p. m. The arrival at 9.40 a. m. instead of 7.40 p. m. is equivalent to the saving of one business day to Chicago, and for all points west and northwest of Chicago, as all the principal connections are made at Chicago; and this is particularly the case for all points west of Omaha, as the Union Pacific Railroad only runs one train per day, and this train made the connection.

The southwestern mails from New York were sent via the Pennsylvania Railroad, yet there was a large accumulation of mail on this train for that section, and the connection was made at Toledo, Ohio, which saved as much time as for points west of Chicago.

Train leaving New York at 8.50 p. m. There were three postal cars on this train that ran special with express cars (no passengers) to Cleveland, Ohio (a distance of six hundred and twenty-six miles). Formerly this mail left New York at 6 p. m., which necessitated a close in the New York office at 4 p. m., too early to get all the mail, as there is a large amount of mail posted between the closing for the 6 p. m. train and that for the 8.30 p. m. train, and all of the mail that accumulated between the hours above named and was forwarded at 8.50 p. m. gained twelve hours. This train received at Albany the mail that left Boston at 6 p. m., whereas if the postal cars left New York at 6 p. m. it would require a departure from Boston at 3 p. m. This train received and delivered mail at all important points between New York and Buffalo, where it arrived at 9.15 a. m.; Erie, Pa., 11.31 a. m.; Cleveland, Ohio, 1.55 p. m. At this point connections were made for the South and Southwest, viz: Cincinnati, arriving at 11.15 p. m.; Louisville, 8.20 a. m.; and Saint Louis, at 8.20 a. m. This train delivered and received mail at all offices between Buffalo and Cleveland and all of the larger offices between Cleveland and Chicago; arrived at Toledo 5.30 p. m.; Chicago, the second morning at 6 a. m., in time for the first delivery and to make all outward connections. Mail that left New York at 8.50 p. m. arrived at Cleveland, also Toledo, in time for delivery the following day; also at all intermediate points.

*New York to Pittsburgh, Cincinnati, Saint Louis, and Chicago* (Pennsylvania Railroad; Pittsburgh, Chicago and Saint Louis Railroad; and Fort Wayne and Chicago Railroad).—This arrangement was for a fast mail leaving New York at 8 p. m., arriving at Pittsburgh the following

morning, Cincinnati the following night, and Saint Louis the second morning; and for another fast mail that left New York at 8 a. m., which now leaves at 4.35 a. m.

The 4.35 a. m. train from New York hauled the Washington postal car to Philadelphia, and had two cars for Pittsburgh and the West and Southwest. At Columbus, Ohio, one car went to Cincinnati and the other to Saint Louis. Mail was delivered and received at all offices between New York and Pittsburgh, arriving at Harrisburgh at 11 a. m. instead of 7.40 p. m.; Altoona at 3.45 p. m. instead of 12 midnight. Mail was delivered and received at all the larger offices between Pittsburgh and Columbus, reaching Columbus at 3.45 a. m. instead of 9.20 a. m., and arrived at Cincinnati at 8 a. m., instead of 3.05 p. m., making the southern connections for Louisville and the South, via Louisville, at 12.45 p. m. instead of 8.05 p. m. Formerly this connection was broken at Cincinnati, consequently there was a delay of twelve hours for all points southwest from Cincinnati. This train, via Louisville and Nashville Railroad, had a direct connection to New Orleans, also to Memphis, Tenn.

The 8 p. m. train from New York carried three postal cars. On the 1st day of July, 1881, there was a fast mail established on the Pennsylvania Railroad between New York and Columbus, Ohio, leaving New York at 8.35 p. m., after the close of business, receiving all the important business mail of the day, and, by fast running, overtaking at Columbus, Ohio, the regular fast express that left New York two hours and thirty minutes earlier. At Columbus the postal cars attached to this train were separated, one going to Cincinnati, Ohio, on the regular fast express, and the other two going to Saint Louis, Mo., via Indianapolis, Ind., on the regular express and passenger train, arriving at Saint Louis, Mo., in time to make a connection with all morning outward trains.

The late departure at New York largely increases the amount of mail forwarded on this train, which is advanced twelve hours.

January 21, 1882, the schedule of this first-mentioned train was changed to arrive at Pittsburgh at 1.50 p. m., thereby losing the morning connection at Pittsburgh.

*New York to Savannah, Ga., Jacksonville, Fla., &c.* (Pennsylvania Railroad; Richmond, Fredericksburgh and Potomac Railroad; Richmond and Petersburg Railroad; Wilmington and Weldon Railroad; Petersburg Railroad; Wilmington, Columbus and Augusta Railroad; North-Eastern Railroad; Savannah and Charleston Railroad). This was for a fast mail that left New York at 4.35 a. m. (with connection leaving Boston the previous evening at 6.15) for Philadelphia, Baltimore, Washington, Richmond, Wilmington, Charleston, and Savannah, with connection to Jacksonville, Fla., and delivered mail at Baltimore at 9.50 a. m. instead of 3.36 p. m.; Washington, 11.20 a. m. instead of 4.40 p. m.; Richmond, 3 p. m. instead of 9.50 p. m.; Petersburg at 4 p. m. instead of 10.55 p. m.; Weldon, 6 p. m. instead of 1.20 a. m.; Wilmington, 11.05 p. m. instead of 7.05 p. m.; Florence, 2.47 a. m. instead of 11.40 a. m.; Columbia, 6.10 a. m. instead of 4.25 p. m.; Augusta, 9.52 a. m. instead of 8.40 p. m.; Charleston, 6.50 a. m. instead of 4.25 p. m.; Savannah, 10.45 a. m. instead of 9.40 p. m., and connected with train that arrived at Jacksonville at 5.30 p. m.

This line received and delivered mail at all intermediate points.

*Richmond to Atlanta, Ga.* (Richmond and Danville Railroad). This was for fast mail to Atlanta, Ga., November 20, 1881. It was transferred to start from Washington instead of Richmond, which did not materially increase the expense, and February 12, 1882, was discon-



tinued by the railroad company. While in operation it left Richmond on the arrival of the fast mail from the North, and arrived at Atlanta at 11 a. m. By the regular train the mail would have arrived at 12 midnight. It connected with the noon train out of Atlanta, and arrived at New Orleans at 10.22 a. m. instead of 10.02 p. m. There was a postal car on this train, and mails were delivered at all intermediate offices. All mail for points west of Atlanta was advanced twelve hours, and New Orleans received the benefits of one business day.

*Alexandria to Lynchburgh, Va.* (Virginia Midland Railroad).—This was for a night train on this road with through connections to the South. Prior to February 12, 1882, it left at 10.15 p. m. and made the same connections to Atlanta as the line via Richmond that left Washington at 5 p. m. Since that date it has left at 7 p. m.

*Tocoi to Saint Augustine, Fla.* (Saint John's Railway).—This was for twenty-six additional round trips in connection with the night boat on the Saint John's River.

#### ESTIMATES FOR SPECIAL FACILITIES FOR 1884.

Thus far during the present year only a small portion of the appropriation for special facilities has been expended, on account of the inability in most instances of the Postmaster-General to agree with the railroad companies upon any terms that he believed to be advantageous to the department. On the lines from Washington, D. C., to Atlanta, Ga., the companies withdrew the fast service before the end of the last fiscal year, and abandoned all claim to any allowance out of the appropriation. The Pennsylvania Railroad Company also withdrew the fast mail between New York and Pittsburgh, Pa. The service over that route is now slow and unsatisfactory.

The Atlantic Coast Line from New York to Charleston, S. C., has been continued under the same arrangement as last year.

It is believed, however, that in the near future the Postmaster-General will be able to make arrangements for the establishment of fast mail service where it is needed, upon terms which will be just to the railroads, and advantageous to the department and to the public. It is necessary that this appropriation be continued as long as the present method of adjusting the compensation of railroads for carrying the mail is kept up, in order that the Postmaster-General may have the power and authority to meet emergencies.

I would therefore respectfully recommend that the appropriation for the next fiscal year be the same as it is for the present, viz, \$600,000.

#### CONCLUSION.

In concluding my last annual report, after expressing my personal obligations to the assistant superintendents and railway postal clerks for the intelligence, zeal, fidelity, and energy with which they had discharged the difficult, responsible, and often dangerous duties intrusted to their care, I ventured the statement that no civil service in the world could show their superiors. Even having in mind the improvement in the efficiency of the service during the past year, I can say no more than what I then said. Their services deserve to be recognized in some thing better than mere words. The act of Congress reorganizing the service was but the first step in this direction. It remains for Congress to enact that their tenure of office shall be made permanent during good behavior, and that deductions of pay for absences without leave, &c., or for minor violations of the regulations, shall not be turned

into the Treasury as now, but shall be used to provide for the necessities of those disabled in the service, and for the families of those killed in the line of duty.

Whatever objections may with propriety be urged against such legislation in regard to persons holding other civil offices under the United States, they only serve as additional arguments in favor of these acts of justice to postal clerks. While other civil employes receive higher salaries for mere clerical work requiring no special preparatory study, the highest pay a postal clerk is allowed by law is \$1,400 per annum, and this can only be obtained after years of study and manifestation of clerical and executive abilities, such as in other branches of the civil service would be rewarded by a far higher compensation, to say nothing of the constant danger of railroad accidents to which all postal clerks are exposed. It must not be forgotten, that but for the fact that during the past twenty-two years the tenure of office of all postal clerks has been, by the general practice of the department, permanent during good behavior, the service never could have attained its present state of efficiency. So long, however, as this general practice remains unsanctioned by positive law compelling it, there is still sufficient uncertainty about the tenure of office to interfere with that entire and perfect confidence that merit and efficiency are certain of reward, if not by immediate promotion, at least by retention in the service, which is necessary to inspire men to devote themselves enthusiastically to the work in which they are engaged. Were the tenure of office absolutely secure, young men entering the service would devote themselves to it as a life profession, having before their eyes the hope of eventually rising to the position of superintendent; just as the present superintendents have risen step by step from the lowest grade in the service.

That there is a special reason why the railway postal service should be protected by the legislation herein recommended has been recognized for many years by the practice of the department, but there never was a time before when the public interests would so greatly suffer by the inauguration of a policy which should lead the railway postal clerks to believe that in any instance, or under any circumstances, a good record for the faithful and efficient discharge of their duties would not be sufficient to secure their retention in office during continued good behavior; because never before has the railway postal service been conducted by men who have made it the sole business of their lives for nearly twenty years to add to its efficiency, and who have learned to meet the wants of the people in postal facilities as fast as such wants arise; and never before have the postal clerks been trained by so many years of experience and study to secure the greatest possible certainty, celerity, and security in forwarding to its destination every letter and other article of mail matter intrusted to their care.

I have the honor to be, sir, very respectfully, your obedient servant,  
W. B. THOMPSON,  
General Superintendent.

Hon. R. A. ELMER,  
Second Assistant Postmaster-General.

TABLE A<sup>1</sup>.—Statement of railway post-offices

Designation of railway post-office. Lines upon which postal cars are paid for in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Abbottsford and Eau Claire, Wis.	65.43	25026	6	.....	Eau Claire, Abbottsford, Wis.	Wisconsin and Minnesota
Adrian, Mich., and Fayette, Ohio.	33	6052	9	.....	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		24036	..	.....	Grosse Isle, Mich., Fayette, Ohio.	.....do .....
Albany and Binghamton, N. Y.	143	6028	2	.....	Albany, Binghamton, N. Y.	Delaware and Hudson Canal Company.
<i>Albany and Rochester, N. Y.</i>	251	6011	2	.....	New York, Buffalo, N. Y.	New York Central and Hudson River.
		6013	..	.....	Syracuse, Rochester, N. Y.	.....do .....
Albany and New York, N. Y.	142	6011	2	.....	New York, Buffalo, N. Y.	.....do .....
<i>Albany and New York, N. Y.</i>	142	6011	2 95	.....	.....do .....	.....do .....
Albert Lea, Minn., and Angus, Iowa.	151.78	26021	6	.....	White Bear Lake, Minn., Angus, Iowa.	Minneapolis and Saint Louis.
Albert Lea, Minn., and Burlington, Iowa.	253.47	27001	6	.....	Burlington, Iowa, Albert Lea, Minn.	Burlington, Cedar Rapids and Northern.
Alexandria and Round Hill, Va.	52	11004	3	.....	Alexandria, Round Hill, Va.	Washington and Ohio....
Alexandria and Strasburg, Va.	90	11003	3	.....	Manassas, Strasburg, Va.	Virginia Midland .....
		11002	..	.....	Alexandria, Lynchburg, Va.	.....do .....
Allentown and Harrisburgh, Pa.	90	8073	2	.....	Allentown, Harrisburgh, Pa.	E. P. and L. V. branches Philadelphia and Reading.
Allentown and Pawling, Pa.	44	8056	2	.....	Perkiomen Junction, Emaus, Pa.	Perkiomen .....
						East Penn. branch Philadelphia and Reading.
Alton Bay and Dover, N. H.	28.42	1013	1	.....	Dover, Alton Bay, N. H.	Boston and Maine .....
Annapolis Junction and Annapolis, Md.	21	10007	3	.....	Annapolis Junction, Annapolis.	Annapolis and Elkridge...
Ashland and Peach Orchard, Ky.	43.06	20027	5	.....	Ashland, Peach Orchard, Ky.	Chattahoochee .....
Ashland and Menasha, Wis.	250.42	25017	6	153, 150.	Menasha, Ashland, Wis.	Wisconsin Central.....
Ashtabula, Ohio, and New Castle, Pa.	85	21044	5	.....	Harbor, Youngstown, O.	Pennsylvania .....
		21035	..	.....	Youngstown, Ohio, Cross Cut, Pa.	.....do .....
		8029	..	.....	Homewood, New Castle, Pa.	.....do .....
Ashtabula, Ohio, and Pittsburgh, Pa.	134.22	8045	9	.....	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern.
		21062	..	.....	Andover, Youngstown, O.	.....do .....
		8123	..	.....	Pittsburgh, Pa., Youngstown, Ohio.	Pittsburgh and Lake Erie.
Atchison and Lenora, Kans.	294.97	33003	7	.....	Atchison, Waterville, Kans.	Central Branch Missouri Pacific.
		33021	..	.....	Waterville, Washington, Kans.	.....do .....
		33022	..	.....	Greenleaf, Concordia, Kans.	.....do .....
		33026	..	.....	Concordia, Lenora, Kans.	.....do .....
Atchison and Topeka, Kans.	50.50	33010	7	.....	Atchison, Kans., Puebla, Colo.	Atchison, Topeka and Santa Fé.
Athens and Union Point, Ga.	40.95	15007	4	.....	Athens, Union Point, Ga.	Georgia Railroad and Banking Company.
Athol and Springfield, Mass.	47.89	3068	1	.....	Springfield, Athol, Mass.	Boston and Albany .....
Atlanta and Macon, Ga.	103.80	15012	4	17, 18...	Atlanta, Macon, Ga.	Central Railroad and Banking Company of Georgia.

*in operation in the United States on June 30, 1882.*

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
65.43	40,959	6	1	15 4	7 2	1	1	1	
( <sup>1</sup> )	20,658	6	1	10	9	1	1	1	<sup>17</sup> 7.60 miles of route (Adrian to Grosvenor, Mich.) included in New York and Chicago R. P. O.
70.30									
143.23	89,518	6	<sup>23</sup> 3	15 6	9 6	2	1	<sup>24</sup> 4	<sup>22</sup> Two reserve cars.
( <sup>4</sup> )	165,109	6	( <sup>5</sup> )	16	9 9	( <sup>6</sup> )			<sup>23</sup> Two short stops bet. Albany and Maryland.
104						<sup>72</sup> 2	2	<sup>26</sup> 6	<sup>24</sup> Route covered by New York and Chic. R. P. O.
( <sup>9</sup> )	88,892	6	1	15 5	8 8	2	2	4	<sup>25</sup> Cars stated in Albany and New York R. P. O.
( <sup>10</sup> )	92,584	6 <sup>1</sup>	4	49 5	9	6	3	<sup>1120</sup> 20	<sup>26</sup> Albany and New York crews run to Syracuse.
									<sup>27</sup> Run between Syracuse and Rochester.
									<sup>28</sup> Two short stops between Syracuse and Rochester.
									<sup>29</sup> Route covered by New York and Chic. R. P. O. This run for local mails.
									<sup>30</sup> Route covered by New York and Chic. R. P. O., No. 6011.
									<sup>31</sup> Two short stops between New York and Albany.
151.78	95,014	6	3	9 4	8 8	3	1	3	
253.47	158,672	6	<sup>121</sup> 2	22	9 4	4	1	<sup>126</sup> 6	<sup>32</sup> Reserve car.
				20 10	9 4				<sup>33</sup> Two short stops between Burlington and Vinton, Iowa.
52	32,552	6	1	11	6 2	1	1	1	
63	56,340	6	2	10	8 6	2	1	1	<sup>34</sup> Covered by Washington and Charlotte R. P. O., 27 miles.
( <sup>14</sup> )									
90.69	56,340	6	<sup>122</sup> 1	11 7	8 6	2	1	2	<sup>35</sup> One reserve car.
				14	8 6				
38.22	27,544	6	2	8 8	6 5	1	1	1	<sup>36</sup> 6 miles covered by Allentown and Harrisburgh R. P. O.
( <sup>16</sup> )			1	11	6 2				
28.42	35,581	12	1	6 3	6 7	1	1	1	
21	13,146	6	1	9 4	8 5	1	1	1	
43.6	<sup>1721</sup> 21,842	6	1	9	5 6	1	1	1	<sup>37</sup> February 15, 1882, increase distance 12.6 miles, prior to which time it was 31 miles.
250.42	156,762	6	<sup>124</sup> 2	21	9 3	4	1	4	<sup>38</sup> One car in reserve.
63.95	53,210	6	2	24 6	9 2	2	1	2	<sup>39</sup> Covered by lines of second division, 2.23 miles, Erie and Pittsburgh R. P. O.
18.82									
( <sup>18</sup> )									
( <sup>20</sup> )	84,021	6	1	18	9	3	1	<sup>213</sup> 3	<sup>40</sup> 24.40 miles of route (Ashtabula to Andover, Ohio) included in Oil City and Ashtabula R. P. O.
38.89									<sup>41</sup> Clerks run two weeks and lay off one.
70.93									
100.50	215,328	7	3	17 9	7 2	4	1		<sup>42</sup> Two short stops.
13.50									
41.97			<sup>222</sup> 2	17 9	7 2				<sup>43</sup> Held in reserve.
139			<sup>221</sup> 2	29 1 <sup>1</sup>	9 4				
50.50	36,865	7	2	13 3	9 4	1	1	1	
40.95	25,634	6	1	10 4	6 4	1	1	1	
47.89	29,979	6	1	11 9	6 9	1	1	1	<sup>44</sup> Reserve car.
			<sup>241</sup> 1	12	6 6				
103.80	65,684	6	2	21	8 2	2	1	2	Closed mails in charge of conductor on night trains, 7 round trips per week.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Atlanta, Ga., and Montgomery, Ala.</i>	174. 60	15012	4	17, 18...	Atlanta, Macon, Ga.....	Central Railroad and Banking Company of Georgia.
		15003	..	19, 20...	Atlanta, West Point, Ga.	Atlanta and West Point.
		17001	..		Montgomery, Ala., West Point, Ga.	Western Railroad of Alabama.
Attica and Arcade, N. Y.	26	6108	2	.....	Attica, Arcade, N. Y.....	Tonawanda Valley and Cuba.
Auburn and Freeville, N. Y.	40	6076	2	.....	Freeville, Auburn, N. Y..	Ithaca Auburn and Western.
<i>Augusta and Atlanta, Ga.</i>	172. 59	15004	4	17, 20...	Augusta, Atlanta, Ga....	Georgia Railroad and Banking Company.
Augusta and Macon, Ga.	164. 57	15005	4	.....	Augusta, Millen, Ga.....	Central Railroad and Banking Company of Georgia.
		15010	..		Savannah, Macon, Ga .....	do .....
Augusta, Ga., and Port Royal, S. C.	110. 77	14010	4	.....	Augusta, Ga., Port Royal, S. C.	Port Royal and Augusta.
Augusta and Portland, Me.	62. 94	6	1	1 and 2.	Portland, Bangor, Me ....	Maine Central .....
Austin, Minn., and Mason City, Iowa.	41. 47	26012	6	.....	Austin, Minn., Mason City, Iowa.	Chicago, Milwaukee and Saint Paul.
<i>Baltimore, Md., and Grafton, W. Va.</i>	294	10008	3	49, 51, 57, 53, 48, 50, 54.	Baltimore, Md., Wheeling, W. Va.	Baltimore and Ohio .....
Baltimore, Md., and Martinsburgh, W. Va.	100	10017	3	51, 48...	Baltimore, Md., Harper's Ferry, W. Va.	.....do .....
		10013	3		Baltimore, Md., Wheeling, W. Va.	.....do .....
Baltimore, Md., and Washington, D. C.	42	10013	3	.....	Bay View, Md., Washington, D. C.	Baltimore and Potomac ..
Baltimore and Williamsport, Md.	93	10006	3	.....	Baltimore, Williamsport, Md.	Western Maryland .....
<i>Bangor, Me., and Boston, Mass.</i>	246. 80	3001	1	1 and 2	Boston, Mass., Portland, Me.	Eastern.....
		6	..		Portland, Bangor, Me ....	Maine Central .....
<i>Bangor, Me., and Boston, Mass. Short run.</i>	56. 09	3001	1	.....	Boston, Mass., Portland, Me.	Eastern.....
Bangor and Bucksport, Me.	18. 89	13	1	.....	Bangor, Bucksport, Me ..	Bucksport and Bangor...
Batavia and Buffalo, N. Y.	47	6014	2	.....	Canandaigua, Tonawanda, N. Y.	New York Central and Hudson River. (Tonawanda, Batavia and Canandaigua branch.)
Bath and Lewiston, Me..	24. 17	3	1	.....	Farmington, Brunswick, Me.	Maine Central .....
		11	..		Brunswick, Bath, Me ....	.....do .....
Bayard and New Philadelphia, Ohio.	32. 39	21008	5	.....	Bayard, New Philadelphia, Ohio.	Pennsylvania Company ..
Bay City and Detroit, Mich.	108. 62	24013	9	.....	Detroit, Bay City, Mich..	Michigan Central .....
Bay City and Jackson, Mich.	115	24009	9	.....	Jackson, Mackinaw City, Mich.	.....do .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	254,916	14	4	49 1	9 1	3	2	9	<sup>1</sup> 6 miles covered by Atlanta and Macon, Ga., R. P. O.
80.60 88						3	1		
25.83	16,276	6	1	8 0	5 4	1	1	1	
39.79	25,040	6	1	7 2	6 6	1	1	1	
172.59	125,990	7	1	24	8 7	3	1	3	Closed mails in charge of conductor on night trains, 7 round trips per week.
			1	25 6	8 8				
			1	24 4	8 8				
79	103,020	6	4	14 1	6 7	3	1	3	Closed mails in charge of conductor on night trains, 7 round trips per week.
85.57									
110.77	80,812	7	2	10 4	6 7½	1	1	1	Closed mails in charge of conductor on night trains between Yemassee and Port Royal, S. C.
(2)	39,400	6	1	16	6 7	1	1	1	<sup>2</sup> Covered by Bangor and Boston R. P. O. 62.94 miles.
41.47	25,960	6	1	15 4	8 6	1	1	1	<sup>3</sup> Reserve car.
			<sup>3</sup> 1	12 1	8 2				
294	429,240	14	8	51 5	8 9	8	2	10	Two short stops between Baltimore and Cumberland, Md. One short stop between Baltimore, Md., and Washington, D. C.
460	62,600	6	2	14	8 4	1	1	2	<sup>4</sup> Main stem, Relay to Point of Rocks, Md.
(5)									<sup>5</sup> Covered by Baltimore and Grafton R. P. O. 40 miles.
(6)	26,292	6	4	14 4	8 4	1	1	1	<sup>6</sup> Covered by New York and Washington R. P. O. 42 miles.
93	58,218	6	3	8	8	2	1	2	
109.08	332,560	13	4	60	9 1	8	3	<sup>7</sup> 28	<sup>7</sup> Four short stops between Boston, Mass., and Portland, Me.; two on day train and two on night train.
137.72			<sup>8</sup> 1	40	9				<sup>8</sup> Reserve car.
(9)	35,081	6	(10)			1	2	<sup>11</sup> 3	<sup>9</sup> Covered by Bangor and Boston R. P. O. 56.09 miles.
									<sup>10</sup> The cars used by Bangor and Boston short run are also used by the North Conway and Portsmouth R. P. O. (See column of remarks of that line.)
									<sup>11</sup> One clerk as a relief in addition to the two clerks reported on this sheet.
18.89	23,650	12	1	15 2	7 4	1	1	<sup>12</sup> 2	<sup>12</sup> One clerk as relief. Also relieves Blanchard and Oldtown and Belfast and Burnham R. P. O's.
1236	29,422	6	1	5 9	6 0	1	1	1	<sup>13</sup> Run extended 11 miles to Buffalo.
15.03	30,260	12	1	16	6 7	1	1	1	<sup>14</sup> Covered by Rockland and Brunswick R. P. O. 9.14 miles. This clerk is relieved once in four weeks. (See column of remarks North Anson and Lewiston R. P. O.)
(14)									
32.39	20,276	6	1	14 6	8 9	1	1	1	
108.62	135,992	<sup>15</sup> 12	<sup>16</sup> 2	12	6 8	3	1	3	<sup>15</sup> Double daily (except Sunday) service.
			1	14	9 1				<sup>16</sup> One of these cars held in reserve. Clerks run two weeks and lay off one.
			1	16 10	8 5				<sup>17</sup> Miles of route covers Mackinaw City and Bay City R. P. O.
<sup>17</sup> 298.16	143,980	<sup>18</sup> 12	2	15 6	9 3	4	1	4	<sup>18</sup> Double daily (except Sunday) service.
			<sup>19</sup> 1	12	9				<sup>19</sup> Held in reserve.



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Bay City, Wayne, and Detroit, Mich.	120.85	24006	9	.....	Detroit, Mich., Chicago, Ill.	Michigan Central.....
		24015	..		Monroe, Ludington, Mich.	Flint and Pere Marquette.
		24048	..		East Saginaw, Bay City, Mich.	.....do .....
Beardstown and Shawneetown, Ill.	229.06	23033	6	.....	Beardstown, Shawneetown, Ill.	Ohio and Mississippi.....
Belfast and Burnham, Me.	33.95	4	1	.....	Belfast, Burnham Village, Me.	Maine Central .....
Bellaire and Woodsfield, Ohio.	43	21063	5	.....	Bellaire, Woodsfield, Ohio	Bellaire and Southwest- -rn.
Bellevue and Cascade, Iowa.	36.68	27053	6	.....	Bellevue, Cascade, Iowa..	Chicago, Milwaukee and Saint Paul.
Beloit and Solomon City, Kans.	56.90	33025	7	.....	Solomon City, Beloit, Kans.	Union Pacific (Kansas Division).
Belvidere, N. J., and Philadelphia, Pa.	102	7008	2	.....	Trenton, N. J., intersection of Delaware, Lackawanna and Western Railroad.	Belvidere Division, Pennsylvania.
Bement and Effingham, Ill.	61.85	23043	6	.....	Streator, Altamont, Ill...	Wabash, Saint Louis and Pacific.
		23063	..		Shumway, Effingham, Ill.	.....do .....
Bennington, Vt., and Chatham, N. Y.	58	6054	2	.....	Chatham, N. Y., Bennington, Vt.	Lebanon Springs .....
Bethany Junction, Iowa, and Grant City, Mo.	45.15	27006	6	.....	Chariton, Iowa, Grant City, Mo.	Chicago, Burlington and Quincy.
Bethlehem and Philadelphia, Pa.	55	8004	2	.....	Philadelphia, Bethlehem, Pa.	Philadelphia and Reading, North Pennsylvania Division.
Big Rapids and Detroit, Mich.	191	24016	9	.....	Ionia, Big Rapids, Mich..	Detroit, Lansing and Northern.
		24017	..		Detroit, Howard City, Mich.	.....do .....
Big Rapids and Holland, Mich.	91	24022	9	.....	Muskegon, Big Rapids, Mich.	Chicago and West Michigan.
		24021	..		New Buffalo, Pentwater, Mich.	.....do .....
Binghamton and New York, N. Y.	210	7028	2	.....	Hoboken, Danville, N. J.	Delaware, Lackawanna and Western.
		8019	..		Binghamton, N. Y., New Hampton, N. J.	.....do .....
Bismarck, Dak., and Glendive, Mont.	221.84	26001	6	.....	Duluth, Minn., Glendive, Mont.	Northern Pacific.....
Blair and Long Pine, Nebr.	237.42	27077	6	.....	California Jnnct'n, Iowa, Fremont, Nebr.	Sioux City and Pacific...
		34010	..		Fremont, Long Pine, Nebr.	Fremont, Elkhorn and Missouri Valley.
Blanchard and Oldtown, Me.	64.03	14	1	.....	Oldtown, Blanchard, Me..	Bangor and Piscataquis..
Bloomington and Roodhouse, Ill.	110.45	23018	6	131, 133, 132.	Bloomington, East Saint Louis, Ill.	Chicago and Alton .....
Bluffs, Ill., and Hannibal, Mo.	50.57	23025	6	.....	Hannibal, Mo., Bluffs, Ill.	Wabash, Saint Louis and Pacific.
Boston, Mass., and Albany, N. Y.	202.06	3025	1	97, 101, 94, 100.	Boston, Mass., Albany, N. Y.	Boston and Albany .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	73,652	6	1	20 9	8 10	2	1	2	<sup>1</sup> 18 miles of route (Detroit to Wayne, Mich.) included in Detroit and Chicago R. P. O.
(2)	.....	.....	<sup>2</sup> 1	16	9				<sup>2</sup> 90.10 miles of route (Wayne to East Saginaw, Mich.) included in Ludington and Toledo R. P. O.
12.75									<sup>3</sup> Held in reserve.
229.06	143,391	6	1	16 6	8 10½	4	1	4	This line is divided at Flora, Ill.
			1	16	9 4				<sup>4</sup> Reserve car.
			1	14 4	9 1				
			<sup>4</sup> 1	10	9 4				
33.95	21,252	6	1	16	6 7	1	1	1	This clerk is relieved once in four weeks. (See column of remarks Bangor and Bucksport R. P. O.)
43	26,918	6	1	5 10	5 10	1	1	1	
36.68	22,961	6	1	7 2	5 10	1	1	1	<sup>6</sup> Reserve car.
			<sup>6</sup> 1	7 6	5 9				
56.90	41,537	7	1	25 1	8 10½	1	1	1	
<sup>6</sup> 68.70	63,852	6	1	12 6	8 2	1	1	1	<sup>6</sup> 33 miles covered by New York and Washington R. P. O., Route 7004.
			<sup>7</sup> 1	12 4	6 2				<sup>7</sup> Two reserve cars.
			<sup>7</sup> 1	11 3	6 3				
52.60	38,718	6	1	11 3	6 10	1	1	1	
9.25									
58.20	36,308	6	1	8 6	8 6	1	1	1	
			1	10	6 2				
45.15	28,263	6	1	8 10½	6 11½	1	1	1	
54.46	34,430	6	1	15	6 2	1	2	2	
68.03	119,566	6	1	13 1	9	3	1	<sup>24</sup>	<sup>8</sup> Clerks run two weeks and lay off one; one short stop Lansing to Detroit, Mich.
			1	15	9 1				<sup>9</sup> 122.97 miles of route (Ionia to Detroit, Mich.) included in Howard City and Detroit R. P. O.
(9)	.....	.....	<sup>10</sup> 1	12	7 4				<sup>10</sup> Held in reserve.
55.50	56,966	6	1	13 4	8 10	2	1	2	<sup>11</sup> Held in reserve.
			<sup>11</sup> 1	13 4	8 10				<sup>12</sup> 35.50 miles of route (Muskegon to Holland, Mich.) included in Pentwater and Muskegon R. P. O.
(12)									
<sup>13</sup> 34.15	181,460	6	2	20	7 6	3	1	<sup>145</sup>	<sup>13</sup> 32 miles additional between Danville and Washington, N. J.
			<sup>14</sup> 1	18	7 6				<sup>14</sup> One short stop Buonton to Water Gap and return; one short stop Binghamton to Ansoniink, Pa.
<sup>16</sup> 114.50	.....	.....							<sup>15</sup> One reserve car.
									<sup>16</sup> 30 miles, between Double Track and Washington, covered by New York, Dover, and Easton R. P. O., route No. 7013.
221.34	138,558	6	(17)	.....	.....	4	1	4	<sup>17</sup> No apartment provided.
24.73	148,624	6	3	17 9	9 6	3	1	3	<sup>18</sup> Reserve cars.
			<sup>18</sup> 1	17 8	9 6				
212.69	.....	.....	<sup>18</sup> 1	13 9	9 3				
64.03	40,082	6	1	14	9	1	1	1	<sup>19</sup> Reserve car. This clerk is relieved once in four weeks. (See column of remarks, Bangor and Bucksport R. P. O.)
			<sup>19</sup> 1	7 8	6 8				
110.45	69,141	6	<sup>20</sup> 1	40	8 11½	2	1	2	<sup>20</sup> Whole car.
			<sup>21</sup> 1	25 8	8 9				<sup>21</sup> Reserve.
60.57	31,656	6	.....	12	9 6	1	1	1	
202.06	263,286	12½	2	56 7½	8 9½	4	<sup>242</sup>	24	<sup>22</sup> Parts of cars.
			<sup>23</sup> 1	27 10	8 7	4	<sup>254</sup>		<sup>23</sup> Reserve car.
			<sup>24</sup> 1	28 6	8 6				<sup>24</sup> A. M.
			<sup>25</sup> 1	28 7	8 7				<sup>25</sup> P. M.



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Boston, Mass., and Albany, N. Y.</i> Short run.	98.68	3025	1	99.....	Boston, Mass., Albany, N. Y.	Boston and Albany .....
Boston, Clinton, and Fitchburgh, Mass.	57.49	3025	1	.....	do .....	do .....
		3051	..		New Bedford, Fitchburgh, Mass.	Old Colony, Northern Division.
Boston, Mass., and Greenville, N. H.	59.90	3021	1	.....	Boston, Greenfield, Mass.	Fitchburgh .....
		3024	..		Ayer, Mass., Greenville, N. H.	.....do .....
Boston, Mass., and Hopewell Junction, N. Y.	214.88	3034	1	5, 8, 9, 11	Boston, Mass., Willimantic, Conn.	New York and New England.
		5007	48	.....	Hopewell Junction, N. Y., Providence, R. I.	.....do .....
<i>Boston, Mass., and New York, N. Y.</i> Short run.	135.59	5005	1	8, 13....	New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford.
Boston, Mass., and Providence, R. I.	44.19	3035	1	.....	Boston, Mass., Providence, R. I.	Boston and Providence ..
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	231.23	3035	1	3, 4....	Boston, Mass., Providence, R. I.	.....do .....
		4002	..		Providence, R. I., Groton, Conn.	New York, Providence and Boston.
		5004	..		New Haven, New London, Conn.	New York, New Haven and Hartford.
		5005	..		New York, N. Y., Springfield, Mass.	.....do .....
<i>Boston, Springfield, Mass., and New York, N. Y.</i>	234.25	3025	1	2, 3, 5, 10, 11, 12...	Boston, Mass., Albany, N. Y.	Boston and Albany .....
		5005	..		New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford.
<i>Boston, Mass., and Troy, N. Y.</i>	190.83	3021	1	101, 103.	Boston, Greenfield, Mass.	Fitchburgh .....
		3022	..	94, 98....	Greenfield, North Adams, Mass.	.....do .....
		6067	..		Troy, N. Y., North Adams, Mass.	Troy and Boston .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.		Total number of clerks at work on line.	Remarks.
			Length, feet and inches.	Width, feet and inches.					
(1)	61.71	1	27 9	8 3	2	2	4		<sup>1</sup> Covered by Boston and Albany R. P. O. 96.09 miles.
(2)	35,968 6	1	15	6	1	1	2		<sup>2</sup> Part of a car.
36.28									<sup>3</sup> Covered by Boston and Albany R. P. O. 21.21 miles.
(3)	37,497 6	1	6 6	9	1	1	1		<sup>4</sup> One man as a relief; also relieves Rutland and Hoosick Junction, Keene and Springfield, Nashua and Worcester, and Boston and Greenville clerks.
23.83									<sup>5</sup> Covered by Boston and Troy R. P. O. 36.07 miles. This clerk is relieved once in 6 weeks. (See column of remarks Boston, Clinton and Fitchburgh R. P. O.)
85.80	124,514 6	1	18 2	8 11	3	3	10		<sup>6</sup> Reserve cars also used by the Boston, Waterbury and Boston Willimantic agents.
120.08		1	13 10	8 8	4	1			<sup>7</sup> On the a. m. run west there are 2 clerks to Waterbury, Conn., the second clerk stopping there and returning on the a. m. run west next day. On the 1 p. m. run west there is 1 clerk to a car; this clerk runs to Waterbury, Conn., returning next a. m., the second clerk on Boston and Hopewell Junction returning with him—there being 2 clerks on the run east from Waterbury, Conn., four clerks between Boston and Hopewell Junction, 6 clerks between Boston and Waterbury, Conn.
		<sup>8</sup> 1	14 10	8					
		<sup>9</sup> 1	13 10	6 7					
(4)	84,879 6	1	44	8 6	4	2	11		<sup>10</sup> Covered by Boston, Springfield and New York R. P. O. 62.36 miles, and by Boston, Providence, and New York R. P. O. 73.23 miles.
		<sup>1</sup> 1	34 8	8 6					<sup>11</sup> Reserve car, but is unfit for use.
		<sup>2</sup> 1	31	8 8					<sup>12</sup> 3 short stops between New York, N. Y., and New Haven, Conn.
(11)	55,825 12	3	15	6 4	2	1	12		<sup>13</sup> Covered by Boston and Providence and New York R. P. O. 44.19 miles.
44.19	168,797 7	2	55	8 8	4	3	12		<sup>14</sup> One clerk as relief; also relieves Providence and New London clerk.
62.10									
51.71									
73.23									
(12)	484,283 <sup>14</sup> 10	2	55	8 8	3	4	126		<sup>15</sup> Covered by Boston and Albany R. P. O. 96.09 miles.
<sup>16</sup> 62.36		2	54 6	8 8					<sup>16</sup> Six round trips per week by 4.30 p. m., messenger in charge closed mails; no apartment in car; runs in baggage-car.
		<sup>17</sup> 1	35 4	8 7					<sup>17</sup> messengers on 4.30 p. m. run.
									<sup>18</sup> Covered by Boston, Providence and New York R. P. O. 73.23 miles.
105.71	358,878 18	1	15	6 6	12	2	26		<sup>19</sup> Reserve car; part of a car.
37.12		1	16 2	9					<sup>20</sup> Reserve cars, all of these cars are parts of cars.
48		1	30	8 3					<sup>21</sup> Two short stops between Athol, Mass., and Troy, N. Y.
		1	18	6 6					
		1	15 10	8 9					
		1	20	8 6					
		<sup>22</sup> 1	17 6	6 2					
		<sup>23</sup> 1	16 6	9					

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Boston, Mass., and Waterbury, Conn.	149.71	3034	1	.....	Boston, Mass., Willimantic, Conn.	New York and New England.
		5007	..	.....	Hopewell Junction, N. Y., Providence, R. I.	.....do .....
<i>Boston and Wellfleet, Mass.</i>	106.39	3038	1	.....	Boston, South Braintree, Mass.	Old Colony .....
		3039	..	.....	South Braintree, Mass., Newport, R. I.	.....do .....
		3041	..	.....	Middleborough, Provincetown, Mass.	.....do .....
Boston, Mass., and Willimantic, Conn.	85.80	3034	1	.....	Boston, Mass., Willimantic, Conn.	New York and New England.
Boston Corners and Rhinecliff, N. Y.	35	6097	2	.....	Rhinecliff, Boston Corners, N. Y.	Rhinebeck and Connecticut.
Bowie and Pope's Creek, Md.	49	10014	3	.....	Bowie, Pope's Creek, Md.	Baltimore and Potomac..
Bowling Green, Ky., and Decatur, Ala.	193	20005	5	.....	Louisville, Ky., Nashville, Tenn.	Louisville and Nashville.
		19006	..	.....	Nashville, Tenn., Decatur, Ala.	.....do .....
Branch Junction and Pittsburgh, Pa.	64	8039	2	.....	Blairsville, Allegheny, Pa.	Pennsylvania Railroad, West Pennsylvania Division.
Brattleborough, Vt., and Palmer, Mass.	60.37	3061	1	.....	Palmer, Miller's Falls, Mass.	Central Vermont .....
		3062	..	.....	Miller's Falls, Mass., Brattleborough, Vt.	.....do .....
Breckenridge, Minn., and Durbin, Dak.	47.87	35003	6	.....	Breckenridge, Minn., Durbin, Dak.	Saint Paul, Minneapolis and Manitoba.
Breckinridge and Saint Paul, Minn.	217.66	26006	6	.....	Saint Paul, Breckenridge, Minn.	.....do .....
Bremond and Cisco, Tex.	197.76	31005	7	.....	Bremond, Albany, Tex.	Houston and Texas Central.
Brewster's Station and New York, N. Y.	63	6017	2	.....	New York, Brewster's Station, N. Y.	New York City and Northern and Metropolitan Elevated.
<i>Bristol and Chattanooga, Tenn.</i>	242.10	19002	5	33, 36...	Bristol, Chattanooga, Tenn.	East Tennessee, Virginia and Georgia.
Brocton, N. Y., and Oil City, Pa.	90	6061	2	.....	Brocton, N. Y., Corry, Pa.	Buffalo, Pittsburgh and Western.
Brunswick and Albany, Ga.	172.39	15023	4	.....	Brunswick, Albany, Ga.	Brunswick and Albany..
Brunswick, Mo., and Council Bluffs, Iowa.	223.88	28013	7	111, 110.	Brunswick, Mo., Council Bluffs, Iowa.	Wabash, Saint Louis and Pacific.
Buda and Yates City, Ill.	50.55	23072	6	.....	Elmwood, Buda, Ill.	Chicago, Burlington and Quincy.
		23009	..	.....	Peoria, Galesburgh, Ill.	.....do .....
Buffalo and Opelika, Ala.	22.59	17014	4	.....	Buffalo, Opelika, Ala.	East Alabama and Cincinnati.
Buffalo, N. Y., and Emporium, Pa.	124	6058	2	.....	Buffalo, N. Y., Emporium, Pa.	Buffalo, New York and Philadelphia.
Buffalo and Jamestown, N. Y.	71	6091	2	.....	Buffalo, Jamestown, N. Y.	New York, Lake Erie and Western Railroad, Buffalo and Southwestern Branch.
Bureau Junction and Peoria, Ill.	47.16	23016	6	.....	Bureau Junction, Peoria, Ill.	Chicago, Rock Island and Pacific.
Burlington and Council Bluffs, Iowa.	296.45	27005	6	145, 148.	Burlington, Council Bluffs, Iowa	Chicago, Burlington and Quincy.
Burlington and Keokuk, Iowa.	43.69	27011	6	.....	Keokuk, Burlington, Iowa.	.....do .....
Burlington, Iowa, and LaCade, Mo.	182.37	27008	6	.....	Burlington, Iowa, LaCade, Mo.	Chicago, Burlington and Kansas City.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	93,718	6	1	18 2	8 11	.....	.....	(2)	<sup>1</sup> Covered by Boston and Hopewell Junction R. P. O. 85.80 miles.
(2)	.....	.....	1	17 4	9	.....	.....	.....	<sup>2</sup> For employes, see Boston and Hopewell Junction R. P. O.
11.36	133,200	12	2	20 6	9 2	2	<sup>2</sup> 2	6	<sup>3</sup> Covered by Boston and Hopewell Junction R. P. O. 63.91 miles.
23.09	.....	.....	1	10	6 3	2	<sup>4</sup> 1	.....	<sup>4</sup> Reserve cars.
71.94	.....	.....	<sup>4</sup> 1	12 2	8 3	.....	.....	.....	<sup>5</sup> a. m. run, 2 clerks to a car.
(7)	53,710	6	<sup>4</sup> 1	12 10	8 3	.....	.....	.....	<sup>6</sup> p. m. run, 1 clerk to a car.
			1	13 10	8 8	1	1	<sup>2</sup> 2	<sup>7</sup> Covered by Boston and Hopewell Junction R. P. O., 85.80 miles.
35.20	21,910	6	1	10 6	6 6	1	1	1	<sup>8</sup> 1 clerk as a relief; also relieves Worcester and Norwich and Palmer and New London clerks.
49	30,674	6	1	9 4	8 5	1	1	1	
(9)	140,890	7	5	14 6	8 6	3	1	3	<sup>9</sup> Covered by Louisville and Nashville R. P. O. 70.77 miles.
122.23									
<sup>10</sup> 64.60	40,064	6	<sup>11</sup> 2	11 4	8 8	1	1	1	<sup>10</sup> Route extended 1.40 miles to Branch Junction.
38.98	37,791	6	1	10 4	6 6	1	1	1	<sup>11</sup> 1 reserve car.
21.39	.....	.....	<sup>12</sup> 1	11	6 6	.....	.....	.....	<sup>12</sup> Reserve car.
47.87	29,966	6	1	17 10	8 9	1	1	1	
217.66	136,255	6	2	22	9 4	4	1	4	<sup>13</sup> Reserve.
197.76	144,364	7	<sup>13</sup> 1	20	9	.....	.....	.....	
			3	14	8 6	3	1	3	
52.50	39,438	6	1	8 10	6 10	1	1	1	Agent runs from Rector street to One Hundred and Fifty-fifth street, New York City, on the Metropolitan Elevated Railroad.
10.28									
242.10	177,733	7	3	38 6	9	4	2	8	
90	56,340	6	<sup>14</sup> 5	12	6	2	1	2	<sup>14</sup> 2 reserve cars.
172.89	107,916	6	<sup>14</sup> 2	11	6 6	.....	.....	.....	
			1	14 7	8 7½	2	1	2	
223.88	140,148	6	1	15 8	8	.....	.....	.....	
			2	25 7½	9 2½	3	1	3	
47.80	31,644	6	2	12	6 10½	1	1	1	<sup>15</sup> Distance (2.75 miles) covered by Peoria and Galesburgh, Ill., R. P. O.
(15)									
22.59	14,141	6	1	5	6 6	1	1	1	
123.50	77,624	6	1	18	9	2	1	2	<sup>16</sup> 1 reserve car.
71.09	44,446	6	<sup>16</sup> 1	16 6	7 2	.....	.....	.....	
			1	13 6	6 6	1	1	1	
47.16	29,522	6	1	20	9 4	1	1	1	
296.45	185,577	6	2	51 4½	8 9½	4	2	8	Whole cars.
43.69	27,349	6	1	15 4	8 10	1	1	1	
182.37	114,163	6	<sup>17</sup> 3	12	9	3	1	3	<sup>17</sup> 1 car in reserve.

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Burlington, Iowa, and Quincy, Ill.	73.65	23011	6	.....	Burlington, Iowa, Quincy, Ill.	Chicago, Burlington and Quincy.
Burlington and Washington, Iowa.	53.04	27035	6	.....	Burlington, Washington, Iowa.	Burlington and North Western.
Butler and Logansport, Ind.				.....		
Butler and Freeport, Pa.	22	8053	2	.....	Freeport, Butler, Pa	Pennsylvania, West Pennsylvania Division.
Butte City, Mont., and Ogden, Utah.	416.40	41003	8	.....	Butte City, Ogden	Utah and Northern
Cadillac and Kalamazoo, Mich.	146.40	24018	9	.....	Fort Wayne, Ind., Walton, Mich.	Grand Rapids and Indiana.
Cairo, Ill., and Corinth, Miss.	164	18004	4	115, 114.	Mobile, Ala., Cairo, Ill	Mobile and Ohio
Cairo, Ill., and New Orleans, La.	550.70	18001	4	115, 117.	Canton, Miss., Cairo, Ill	Chicago, Saint Louis and New Orleans.
		30001		114, 118.	New Orleans, La., Canton, Miss.	do
Cairo, Ill., and Poplar Bluff, Mo.	74.66	28027	7	.....	Cairo, Ill., Poplar, Bluff, Mo.	Saint Louis, Iron Mountain and Southern.
Calistoga and Vallejo Junction, Cal.	43.78	46008	8	.....	Calistoga, Vallejo Junction.	California Pacific
Calmar and Davenport, Iowa.	165.88	27027	6	.....	Davenport, Calmar, Iowa.	Chicago, Milwaukee and Saint Paul.
Calmar, Iowa, and Mitchell, Dak.	331.95	27025	6	.....	Calmar, Pattersonville, Iowa.	do
		27049			Pattersonville, Iowa, Running Water, Dak.	do
		35002			Marion, Chamberlain, Dak.	do
Camak and Macon, Ga.	78.59	15021	4	.....	Camak, Macon, Ga	Georgia Railroad and Banking Company.
Cambridge City and Columbus, Ind.	65.61	22011	5	.....	Cambridge City, Columbus, Ind.	Pennsylvania Company.
Cambridge Junction and Burlington, Vt.	34.47	2014	1	.....	Burlington, Cambridge Junction, Vt.	Burlington and La Moille
Cameron and Plattsburgh, Mo., and Atchison, Kans	63.50	27017	7	133, 132.	Davenport, Iowa, Leavenworth, Kans.	Chicago, Rock Island and Pacific.
		28032			Atchison, Kans., Edgar-ton Junction, Mo.	do
Cameron, Saint Joseph, Mo., and Atchison, Kans.	58.33	28005	7	.....	Quincy, Ill., Saint Joseph, Mo.	Hannibal and Saint Joseph.
		28030			Saint Joseph, Mo., Atchison, Kans.	do
Canal Dover and Marietta, Ohio.	98.22	21040	5	.....	Canal Dover, Marietta, Ohio.	Cleveland and Marietta.
Canandaigua and Batavia, N. Y.	50	6014	2	.....	Canandaigua, Tonawanda, N. Y.	New York Central and Hudson River.
Canastota and Elmira, N. Y.	120	6075	2	.....	Horseheads, Cortland, N. Y.	Utica, Ithaca and Elmira.
		6080			Canastota, Cortland, N. Y	Cazanovia, Canastota and De Ruyter.
Canandaigua and Elmira, N. Y.	68	6063	2	.....	Canandaigua, Elmira, N. Y	Northern Central
Canton and Mechanic Falls, Me.	26.09	19	1	.....	Mechanic Falls, Gilbertville, Me.	Rumford Falls and Buckfield.
Canton and Sherodsville, Ohio.	48.06	21009	5	.....	Canton, Sherodsville, Ohio	Connottan Valley.
Carbondale to Scranton, Pa.	18	8018	2	.....	Scranton to Carbondale, Pa.	Delaware and Hudson Canal Company.
Careyville and Knoxville, Tenn.	38.94	19008	5	.....	Careyville to Knoxville, Tenn.	Knoxville and Ohio.
Carrollton, N. Y., and Buttsville, Pa.	25	8024	2	.....	Buttsville, Pa., Carrollton, N. Y.	New York, Lake Erie, and Western Railroad (Bradford Branch).

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.		Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
			Length, feet and inches.	Width, feet and inches.				
73.05	44,164	6	1	19 11	8 3 <sup>1</sup> / <sub>2</sub>	1	1	<sup>1</sup> Reserve car.
53.04	33,208	6	<sup>1</sup> / <sub>1</sub>	17	8 3 <sup>1</sup> / <sub>2</sub>	1	1	
			1	11 6	6 4	1	1	
See Detroit and Logansport R. P. O.								
22.06	26,918	12	1	5 3	8 7	1	1	
418.40	308,972	7	3	46	7 5 <sup>1</sup> / <sub>2</sub>	7	1	
( <sup>2</sup> )	91,646	6	1	17	8 9	2	1	<sup>3</sup> Miles of route included in Kalamazoo and Cincinnati R. P. O., Fifth Division.
164	119,729	7	1	13	7 6		2	
344.27	402,011	7	6	21 6	8 11	3	1	
298.43			4	45 2	9 4	6	2	19 Three helpers.
			1	44 11	9 2	4	1	
74.08	46,737	6	1	12 10	6 4	2	1	
43.78	54,812	12	2	10	8 10	1	1	
165.88	103,840	6	1	16 2	6 6	3	1	
			1	16 10	7 4		3	
224.46	207,806	6	<sup>2</sup> / <sub>1</sub>	11 3	7 2			<sup>4</sup> Reserve.
			2	19 1	9	44	1	<sup>5</sup> This line is divided at Sanborn, Iowa. East Division, one short stop between Calmar and Charles City, Iowa.
62.94			1	27 4	9	43	1	<sup>6</sup> West Division.
44.55								
78.59	49,197	6	1	10 3 <sup>1</sup> / <sub>2</sub>	6 9 <sup>1</sup> / <sub>2</sub>	1	1	Closed mails in charge of conductor on night trains, 7 round trips per week. Route extended from July 1, 1882, from Columbus to Madison, Ind.
65.61	41,071	6	1	11	6	2	1	
34.47	21,578	6	1	3 6	3 7	1	1	
			<sup>1</sup> / <sub>1</sub>	8 8	6 10			<sup>4</sup> Reserve car.
32.50	46,356	7	1	15	9	2	1	8 One helper.
30								
36.15	42,580	7	2	13 8	9 1 <sup>1</sup> / <sub>2</sub>	1	1	
22.18								
96.22	61,485	6	1	12	9	2	1	
59	21,300	6	2	5 9	6	1	1	
65.17	75,145	6	<sup>1</sup> / <sub>1</sub>	18	9	2	1	<sup>7</sup> Three reserve cars.
49.08			<sup>1</sup> / <sub>1</sub>	15 6	9			<sup>8</sup> 5.72 miles covered by New York and Dunkirk R. P. O.
			<sup>1</sup> / <sub>1</sub>	14 9	8 10			
68.50	42,668	6	<sup>2</sup> / <sub>2</sub>	10 6	7			<sup>9</sup> One car in shop.
			<sup>1</sup> / <sub>2</sub>	15	8 6	1	1	<sup>10</sup> One reserve car.
			1	14 10	8 6			
26.09	16,332	6	<sup>1</sup> / <sub>2</sub>	14 8	8 6			
			1	10	6 6	1	1	
48.05	30,685	6	1	6	5 10	1	1	
17.00	32,804	18	1	3 10	6 6	1	1	
			<sup>1</sup> / <sub>1</sub>	3 9	6 6			<sup>11</sup> One reserve car.
38.94	24,376	6	1	5 6	4 6	1	1	
24.79	23,475	9	1	16	8	1	1	

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Cayuga and Ithaca, N. Y.	38	6089	2	.....	Cayuga, Ithaca, N. Y. ....	Geneva, Ithaca and Sayre Railroad (Cayuga Br'ch).
Cedar Rapids and Council Bluffs, Iowa.	272. 18	23003	6	137, 140.	Chicago, Ill., Union Pacific Transfer.	Chicago and Northwestern.
Cedar Rapids and Emmetsburgh, Iowa.	185. 20	27003	6	.....	Cedar Rapids, Emmetsburgh, Iowa.	Burlington, Cedar Rapids and Northern.
Central City and Calvert, Nebr.	190. 10	34011	6	.....	York, Central City, Nebr.	Burlington and Missouri River in Nebraska.
		34005	.....		Nemaha City, York, Nebr.	.....do .....
		34019	.....		Nemaha City, Calvert, Nebr.	.....do .....
<i>Centralia and Cairo, Ill.</i>	112. 63	23020	6	116.	Chicago, Cairo, Ill. ....	Illinois Central .....
Centreville and Humeston, Iowa.	42. 05	28015	6	.....	Keokuk, Humeston, Iowa	Wabash, Saint Louis and Pacific.
Chambersburgh and Richmond Furnace, Pa.	26	8071	2	.....	Marion Junction, Mercersburgh, Pa.	Cumberland Valley Railroad (South Penn. Br'ch)
Chandler and Hudson, Wis.	83. 85	25028	6	.....	Hudson, Gunderson, Wis	Chicago, Saint Paul, Minneapolis and Omaha.
Chariton, Iowa, and Albany, Mo.	98. 68	27606	6	.....	Chariton, Iowa, Grant City, Mo.	Chicago, Burlington and Quincy.
		27061	.....		Bethany Junction, Iowa, Albany, Mo.	.....do .....
Charleston, S. C., and Augusta, Ga.	137. 45	14003	4	.....	Columbia, Charleston, S. C	South Carolina Railway..
		14017	.....		Branchville, S. C., Augusta, Ga.	.....do .....
<i>Charleston, S. C., and Jacksonville, Fla.</i>	288	14004	4	1, 2, 4...	Charleston, S. C., Savannah, Ga.	Charleston and Savannah
		15009	.....		Savannah, Ga., Jacksonville, Fla.	Savannah, Florida and Western.
<i>Charlotte, N. C., and Atlanta, Ga.</i>	267. 33	15001	4	17, 19, 18, 20.	Atlanta, Ga., Charlotte, N. C.	Atlanta and Charlotte Air Line.
Charlotte, N. C., and Augusta, Ga.	197. 53	13007	4	19, 18..	Charlotte, N. C., Augusta, Ga.	Charlotte, Columbia and Augusta.
Charlotte and Shelby, N. C.	54	13008	3	.....	Charlotte, Shelby, N. C..	Carolina Central .....
Chatham and New York, N. Y.	130	6022	2	.....	New York, Chatham, N. Y.	New York Central and Hudson River, Harlem Division.
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	138. 47	15002	4	33, 34..	Chattanooga, Tenn., Atlanta, Ga.	Western and Atlantic....
Chattanooga and Memphis, Tenn.	310. 86	17005	5	33, 36..	Stevenson, Ala., Memphis, Tenn.	Memphis and Charleston.
		19004	.....		Nashville, Chattanooga, Tenn.	Nashville, Chattanooga and Saint Louis.
Chattanooga, Tenn., and Meridian, Miss.	295. 54	19004	4	33, 36..	Chattanooga, Nashville, Tenn.	.....do .....
		17015	.....		Chattanooga, Tenn., Meridian, Miss.	Alabama Great Southern
Cheyenne, Wyo., Boulder and Denver, Colo.	129. 92	38003	7	.....	Denver, Colo., Cheyenne, Wyo.	Colorado Division, Union Pacific.
<i>Chicago, Ill., and Burlington, Iowa.</i>	208. 02	23007	6	145, 148.	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
38.05	23,788	6	<sup>1</sup> 2	10 4	7	1	1	1	<sup>1</sup> One reserve car.
272.18	170,384	6	2	49 2	9 2	4	2	8	Cars run through between Chicago and Council Bluffs.
185.20	115,935	6	1	21	9 4	3	1	3	
42.35	119,002	6	<sup>1</sup> 1	19 10	9 4	3	1	3	
137.69 10.06			2	18 6	9 2	3	1	3	
112.63	70,506	6	1	44 4½	9 0½	2	2	4	<sup>2</sup> 7 miles covered by Harrisburgh and Martinsburgh R. P. O.
42.05	26,323	6	1	8 7	9 3	1	1	1	
<sup>2</sup> 19	16,276	6	1	9 9	8 6	1	1	1	
83.85	52,490	6	1	12	9 3	2	1	2	
			<sup>1</sup> 1	8	6 6				<sup>3</sup> Reserve.
51.42	61,773	6	<sup>3</sup> 1	8 6	6 8	2	1	2	<sup>4</sup> Reserve.
47.26	.....	.....	<sup>4</sup> 2	11 11	6 10	.....	.....	.....	
( <sup>5</sup> )	86,043	6	( <sup>5</sup> )	.....	.....	2	1	2	<sup>5</sup> 62 miles shown in Columbia and Charleston R. P. O.
75.45	.....	.....	.....	.....	.....	.....	.....	.....	<sup>6</sup> Cars on this route same as on Columbia and Charleston R. P. O., used by both R. P. O's.
<sup>7</sup> 115	420,480	14	2	42 3	9	4	2	12	<sup>7</sup> Distance taken from railroad time tables. Closed mails on Albany express in charge of conductor between Savannah and Way Cross, Ga., 7 round trips per week.
<sup>7</sup> 173	.....	.....	3	17 5	9	4	1		
267.83	390,301	14	( <sup>8</sup> )	49 1	9 1	9	2	18	<sup>8</sup> These cars, 10 in number, run between Washington, D. C., and Atlanta, Ga., and are counted in third division, Washington and Charlotte R. P. O. Closed mail on express train in charge of conductor from Atlanta to Chamblee, Ga.
197.53	144,196	7	1	20	9	9	1	3	Closed mails on express trains in charge of conductor between Columbia, S. C., and Augusta, Ga., 7 round trips per week.
			1	20 4	9				
54	33,804	6	1	21	8				
			1	12	6	1	1	1	
130.50	168,894	14	2	20 4	8 4	<sup>9</sup> 3	1	5	<sup>9</sup> Chatham and New York, N. Y., R. P. O.; through run. <sup>10</sup> Pawling to New York, N. Y., R. P. O. <sup>11</sup> Chatham to Brewster's Station, R. P. O.
			1	19 10	8 2	<sup>10</sup> 1	1		
			1	18 2	8 5	<sup>11</sup> 1	1		
			1	10	8 4				
138.47	202,766	14	1	41 9	8 7	6	3	18	Closed mails in charge of conductor between Atlanta, Ga., and Chattanooga, Tenn., 6 round trips per week.
			1	41 10	8 8	.....	.....	.....	
271.86	226,927	7	2	49 9	9 2				
			2	29	8 10	5	1	5	
( <sup>12</sup> )	.....	.....	.....	.....	.....	.....	.....	.....	<sup>12</sup> Covered by Nashville and Chattanooga R. P. O. 39 miles.
( <sup>13</sup> )	215,744	7	3	14 8	8 8	5	1	5	<sup>13</sup> 5.07 miles shown in Nashville and Chattanooga R. P. O.
			1	15 3	8 9				
290.47	.....	.....	1	15 3	8 10				
129.92	94,841	7	1	13	9	2	1	2	This clerk's run terminates at Colorado Junction, 5.70 miles west of Cheyenne. Denver and Georgetown, Colo., R. P. O. also runs over this route between Denver and Golden Junction. <sup>14</sup> Held in reserve. <sup>15</sup> Day line. Two short stops between Mendota, Ill., and Burlington, Iowa. <sup>16</sup> Night line. <sup>17</sup> Reserve.
			<sup>14</sup> 1	10 6	9				
208.02	260,441	12	<sup>15</sup> 2	54 10	8 9½	<sup>15</sup> 4	3	30	
			<sup>16</sup> 2	54 10	8 9½	<sup>16</sup> 4	4		
			<sup>17</sup> 1	54 9½	8 11½				



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on month schedule of through mail	Contract designation, termini of route.	Corporate title of company.
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	219	23003	6	135, 137, 138, 140.	Chicago, Ill., Union Pacific Transfer.	Chicago and Northwestern.
<i>Chicago, and Centralia, Ill.</i>	250. 69	23020	6	115, 114	Chicago, Cairo, Ill .....	Illinois Central .....
<i>Chicago, Decatur, Ill., and Saint Louis, Mo.</i>	284. 74	23066	6	110....	Chicago, Strawn, Ill .....	Wabash, Saint Louis and Pacific.
		23043	..		Streator, Altamont, Ill....	.....do .....
		21019	..		Toledo, Ohio, Quincy, Ill.	.....do .....
		23023	..		Decatur, East Saint Louis, Ill.	.....do .....
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	304. 15	23020	5	53, 55, 48, 50.	Chicago, Cairo, Ill .....	Illinois Central .....
		22029	..		Kankakee, Ill., Lafayette, Ind.	Cincinnati, Indianapolis, Saint Louis and Chicago.
		22005	..		Lafayette, Indianapolis, Ind.	.....do .....
		22003	..		Indianapolis, Ind., Cincinnati, Ohio.	.....do .....
<i>Chicago and Effingham, Ill.</i>	199. 21	23020	6	117, 114	Chicago, Cairo, Ill .....	Illinois Central .....
<i>Chicago, Ill., and Dubuque, Iowa.</i>	191. 09	23002	6	.....	Chicago, Freeport, Ill ...	Chicago and Northwestern.
		23021	..		Dubuque, Iowa, Centralia, Ill.	Illinois Central .....
<i>Chicago, Foreston, Ill., and Dubuque, Iowa.</i>	203. 39	23007	6	.....	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy.
		23036	..		Aurora, Foreston, Ill....	Chicago and Iowa .....
		23021	..		Dubuque, Iowa, Centralia, Ill.	Illinois Central .....
<i>Chicago, Ill., and Iowa City, Iowa.</i>	236. 72	23015	6	141, 140.	Chicago, Ill., Davenport, Iowa.	Chicago, Rock Island and Pacific.
		27014	..	138....	Davenport, Missouri River, Iowa.	.....do .....
<i>Chicago, Ill., and La Crosse, Wis.</i>	284. 64	23035	6	151, 153.	Chicago, Ill., Milwaukee, Wis.	Chicago, Milwaukee and Saint Paul.
		25002	..	150, 152.	Milwaukee, La Crosse, Wis.	.....do .....
<i>Chicago, Ill., and Louisville, Ky.</i>	317	22008	5	.....	Chicago, Ill., Delphi, Ind.	Louisville, New Albany and Chicago.
		22038	..		Michigan City, Ind., Louisville, Ky.	.....do .....
<i>Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.</i>	454. 02	23054	6	.....	Chicago, Lanark Junction, Ill.	Chicago, Milwaukee and Saint Paul.
		25024	..		Racine, Wis., Rock Island, Ill.	.....do .....
		27028	..		Savanna, Ill., Marion, Iowa.	.....do .....
		27012	..		Clinton, Iowa, La Crosse, Wis.	.....do .....
		26009	..		Saint Paul, Minn., McGregor, Iowa.	.....do .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
219	274, 188	12	3	49 2	9 2	14 24	2 3	133	<sup>1</sup> Day line. Two short stops between Cortland Station, Ill., and Cedar Rapids, Iowa, and one short stop in depot at Chicago, Ill.
250. 69	156, 931	6	3	44 4½	9 ½	4	2	39	<sup>2</sup> Night line.
99. 87	178, 247	6	41 1	40 12	9 4 9 10	4	1	4	<sup>3</sup> One short stop between Chicago and Champaign, Ill. One car in reserve.
52. 80 ( <sup>5</sup> )									<sup>4</sup> Whole car
112. 57 ( <sup>6</sup> )									<sup>5</sup> Distance (19.50 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.
72. 75	412, 427	18	3	54	9 5	74 84	3 4	28	<sup>6</sup> Covered by lines in sixth division, 55 miles.
64. 90									<sup>7</sup> Day line 4 crews, 3 clerks to crew.
111. 50 ( <sup>9</sup> )	145, 423	7	2	41 4	9	4	2	8	<sup>8</sup> Night line four crews, 4 clerks to crew.
121. 29	119, 622	6	2	35 5	8 7	4	2	1010	<sup>9</sup> Distance (199.21 miles) covered by Chicago and Centralia, Ill., R. P. O.
69. 90									<sup>10</sup> Two short stops between Chicago and Huntley, Ill.
( <sup>11</sup> )	127, 322	6	2	40 1½	9 11½	4	2	8	<sup>11</sup> Distance (38.61 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.
( <sup>12</sup> ) ( <sup>13</sup> )									<sup>12</sup> Distance (82.47 miles) covered by Foreston and Aurora, Ill., R. P. O.
182. 92	296, 373	12	142	49 4	9 4	4	2	1423	<sup>13</sup> Distance (82.31 miles) covered by Chicago, Ill., and Dubuque, Iowa, R. P. O., and by Freeport and Centralia, Ill., R. P. O.
53. 80			( <sup>15</sup> ) 161	50 41 4	9 4 9 4	4	3		<sup>14</sup> Day line. Two short stops between Ottawa, Ill., and Iowa City, Iowa, and one short stop between Chicago and Joliet, Ill.
86. 80	385, 971	13	173	65 5	9 4	4	4	40	<sup>15</sup> Night line. Runs in cars of Wilton Junction and Council Bluffs R. A., which run through from Chicago, Ill., to Council Bluffs, Iowa.
197. 84			193	59 4	9 4	4	4		<sup>16</sup> Reserve.
87. 30	196, 196	6	4	11	7 3	4	1	4	<sup>17</sup> Day line. Two short stops between Chicago, Ill., and Milwaukee, Wis., and four short stops between Chicago, Ill., and Tomah, Wis.
229. 70									<sup>18</sup> Night line. Two short stops between Chicago, Ill., and Watertown, Wis.
( <sup>19</sup> )	284, 216	6	3	22 0	9 4	8	1	1010	Previous to May 1, 1882, this clerk ran between Michigan City, Ind., and Louisville, Ky. 288.30 miles, 260 days; 317 miles, 73 days.
( <sup>21</sup> )			1	20 0	9 4				This line is run in two divisions, that portion between Chicago, Ill., and McGregor, Iowa, forming the East Division, and that portion between Dubuque, Iowa, and Saint Paul, Minn., forming the West Division. The clerks of both divisions are on duty in same car between Dubuque and McGregor, Iowa.
( <sup>22</sup> ) 97									<sup>19</sup> Distance (116.50 miles) covered by Chicago and Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
215. 32									<sup>20</sup> Two short stops on West Division between McGregor, Iowa, and Austin, Minn.
									<sup>21</sup> Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.
									<sup>22</sup> Distance (3.20 miles) covered by Chicago and Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Chicago and Pekin, Ill. . .	153. 44	23017	6	.....	Chicago, East Saint Louis, Ill.	Chicago and Alton. ....
		23051	..		Joliet, Pekin, Ill. ....	Chicago, Pekin and Southwestern.
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	295. 16	22009	5	.....	Chicago, Ill, Richmond, Ind.	Pittsburgh, Cincinnati and Saint Louis.
		21025	..		Richmond, Ind., Hamilton, Ohio.	Cincinnati, Richmond and Chicago.
		21026	..		Dayton, Cincinnati, Ohio	Cincinnati, Hamilton and Dayton.
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	232. 98	23054	6	.....	Chicago, Lanark Junction, Ill.	Chicago, Milwaukee and Saint Paul.
		25024	..		Racine, Wis., Rock Island, Ill.	.....do .....
		27028	..		Savanna, Ill., Marion, Iowa.	.....do .....
		27020	..		Farley, Cedar Rapids, Iowa.	.....do .....
Chicago, Ill., and Saint Louis, Mo.	281. 13	23017	6	127, 129, 126, 128.	Chicago, East Saint Louis, Ill.	Chicago and Alton. ....
Chicago and Streator, Ill.	100. 45	23007	6	.....	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy.
		23012	..		Streator, Aurora, Ill. ....	.....do .....
Chicago, Ill., and Terre Haute, Ind.	181. 90	23042	6	.....	Chicago, Danville, Ill. ....	Chicago and Eastern Illinois.
		22024	..		Terre Haute, Ind., Danville, Ill.	.....do .....
Cincinnati, Batavia and Portsmouth, Ohio.	67. 23	21052	5	.....	Cincinnati, Wilson, Ohio	Cincinnati and Eastern ..
Cincinnati, Ohio, and Chattanooga, Tenn.	337. 50	20020	5	.....	Cincinnati, Ohio, Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific.
Cincinnati and Georgetown, Ohio.	85	21060	5	.....	Columbia, Hamersville, Ohio.	Cincinnati, Georgetown and Portsmouth.
		21014	..		Columbus, Cincinnati, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	125. 68	21024	5	.....	Indianapolis, Ind., Hamilton, Ohio.	Cincinnati, Hamilton and Indianapolis.
		21026	..		Dayton, Cincinnati, Ohio.	Cincinnati, Hamilton and Dayton.
Cincinnati, Ohio, and Lexington, Ky.	99. 98	20002	5	.....	Covington, Lexington, Ky	Kentucky Central .....
Cincinnati, Ohio, and Louisville, Ky.	110	20004	5	53, 48, 50	Cincinnati, Ohio, Louisville, Ky.	Louisville and Nashville.
Cincinnati, Ohio, Nashville, Tenn., and Memphis, Tenn.	561. 90	20004	5	53, 48	Cincinnati, Ohio, Louisville, Ky.	.....do .....
		20017	..		Cincinnati Junction, Louisville and Nashville Junction, Ky.	.....do .....
		20005	..		Louisville, Ky., Nashville, Tenn.	.....do .....
		20008	..		Bowling Green, Ky., Memphis, Tenn.	.....do .....
Cincinnati, Ohio, and New Richmond, Ind.	26	21052	5	.....	Cincinnati, Wilson, Ohio.	Cincinnati and Easton ...
		21085	..		Richmond Junction, Richmond, Ohio.	.....do .....
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	126. 73	22010	5	53	Cincinnati, Ohio, East Saint Louis, Ill.	Ohio and Mississippi. ....
		22019	..		North Vernon, Ind., Louisville, Ky.	.....do .....



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Monthly in mails.	Contract designation, terminal of route.	Corporate title of company.
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	233.	13	Cincinnati, Ohio, East Saint Louis, Ill.	Ohio and Mississippi.....
Clarion and Foxburgh, Pa.	31	.	Foxburgh, Clarion, Pa.	Pittsburgh, Bradford and Buffalo.
Clarksburgh and Weston, W. Va.	26	..	Clarksburgh, Weston, W. Va.	Clarksburgh, Weston and Glenville.
Clayton, Del., and Chestertown, Md.	30	.	Clayton, Del., Chestertown, Md.	Kent County .....
Clayton, Del., and Oxford, Md.	54	.	Clayton, Del., Oxford, Md.	Delaware and Chesapeake
Clearwater and Minneapolis, Minn.	51.	..	Minneapolis, Clearwater, Minn.	Saint Paul, Minneapolis and Manitoba.
Cleveland and Canton, Ohio.	60.	..	Cleveland, Canton, Ohio.	Valley .....
<i>Cleveland and Cincinnati, Ohio.</i>	244.	99 00	Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Cleveland, Hudson and Columbus, Ohio.	172.	..	Cleveland, Wellston, Ohio	Pennsylvania Company..
		..	Hudson, Columbus, Ohio.	Cleveland, Mount Vernon and Columbus.
<i>Cleveland, Ohio, and Indianapolis, Ind.</i>	232.	99	Galion, Ohio, Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis.
		..	Cleveland, Cincinnati, Ohio	do .....
Cleveland and New Lisbon, Ohio.	91.	..	Cleveland, Ohio, Sharpsville, Pa.	New York, Pennsylvania and Ohio.
		..	Niles, New Lisbon, Ohio.	Cleveland and Mahoning Valley.
Cleveland, Ohio, and Pittsburgh, Pa.	150.	99	Cleveland, Wallsville, Ohio	Pennsylvania Company..
		..	Bellairs, Ohio, Pittsburgh, Pa.	do .....
Cleveland, Ohio, and Sharpsville, Pa.	64.	.	Cleveland, Ohio, Sharpsville, Pa.	New York, Pennsylvania and Ohio.
<i>Cleveland and Toledo, Ohio.</i>	113	..	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		..	Elyria, Millbury, Ohio	do .....
Cleveland, Ohio, and Wheeling, W. Va.	109	.	Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
		..	Lorain, Bridgeport, Ohio.	Cleveland, Tuscarawas Valley and Wheeling.
Cleveland, Tenn., and Selma, Ala.	264.	36	Cleveland, Tenn., Selma, Ala.	East Tennessee, Virginia and Georgia.
Clifton Forge, Va., and Huntington, W. Va.	227	..	Newport News, Va., to Ashland, Ky.	Chesapeake and Ohio....
Clinton and Anamosa, Iowa.	71.	..	Clinton, Anamosa, Iowa	Chicago and Northwestern.
Cloverdale and San Francisco, Cal.	90.	.	Cloverdale, San Francisco, Cal.	San Francisco and North Pacific.
Clyde and Junction City, Kans.	56.	..	Junction City, Clyde, Kans.	Kansas Division Union Pacific.
Columbia and Charleston, S. C.	131.	..	Columbia, Charleston, S. C.	South Carolina .....
Columbia and Walhalla, S. C.	162.	..	Columbia, Greenville, S. C.	Columbia and Greenville.
		..	Balton, Walhalla, S. C.	Blue Ridge .....
Columbia and Petersburg, Tenn.	35.	..	Columbia, Fayetteville, Tenn.	Duck River Valley .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
338.06	1329,268	14	6	45 36	9 9 9 9	8	2	<sup>1</sup> 16	<sup>1</sup> Night line established February 28, 1882. <sup>2</sup> Two short stops between Cincinnati, Ohio and Mitchell, Ind.
31.83	19,406	6	1	7 8 7 7 8 8	7 2 5 8 6 9	1	1	1	
26	16,276	6	1	10 10	5 9	1	1	1	
30.08	18,780	6	1	8 8	6 6	1	1	1	
54.50	33,804	6	1	10 0	6 7	1	1	1	
51.14	32,013	6	1	12 4	7 2	1	1	1	
60.39	37,804	6	1	12 6	9 5	1	1	1	
244.34	291,990	<sup>3</sup> 14	3	40	9 2	<sup>4</sup> 4 <sup>5</sup> 4	3 2	20	<sup>3</sup> Between Cleveland and Gallion 21 trips per week; residue 14 trips per week. <sup>4</sup> Night line. <sup>5</sup> Day line.
( <sup>6</sup> )	108,066	6	3	18 8	7	3	1	3	<sup>6</sup> Covered by Cleveland and Pittsburgh R. P. O. 26 miles.
146.63									
203.96	206,144	7	2	40	9 2	4	2	8	
( <sup>7</sup> )									<sup>7</sup> Covered between Cleveland and Gallion by the Cleveland and Cincinnati R. P. O., 79.80 miles.
( <sup>8</sup> )	57,026	6	1	6 6	6 6	2	1	2	<sup>8</sup> Covered by Cleveland and Sharpsville R. P. O. 57 miles.
34.08									
101.90	93,962	6	3	19 8	8 9	3	1	3	
( <sup>9</sup> )									<sup>9</sup> Covered by Pittsburgh and Bellaire R. P. O. 48.20 miles.
84.50	52,997	6	1	15 6	7	2	1	2	
( <sup>10</sup> )	140,242	<sup>11</sup> 12	1	17 8	9	4	1	<sup>12</sup> 5	<sup>10</sup> Miles of route included in New York and Chicago R. P. O. One car on trip east runs over route 21007, Elyria to Millbury.
( <sup>10</sup> )			1	40	9				<sup>11</sup> Double daily (except Sunday) service. <sup>12</sup> One short stop between Cleveland and Elmore, Ohio.
( <sup>13</sup> )	105,168	6	1 2	22 16	8 11 9 4	4	4	1	<sup>13</sup> Covered by Cleveland and Cincinnati R. P. O. 25 miles.
143									
264.55	198,121	7	1 2	14 5 11 1½	8 10½ 7 8	4	1	4	Closed mails in charge of conductor between Cleveland, Tenn., and Dalton, Ga., on express trains, 7 round trips per week.
227	165,710	7	3	17 6	8 10	4	1	4	
71.57	44,802	6	1	18 6 12 0	8 11 7 8	2	1	2	
90.00	56,340	6	2	10 8	8 11	2	1	2	
56.60	41,318	7	1	12	8 10½	1	1	1	
131.02	95,644	7	5	18	8 11	2	1	2	Closed mails in charge of conductor on night trains between Columbia and Charleston, S. C., 7 round trips per week.
118.84	101,643	6	5	18	8 11	2	1	2	
43.53									
35.00	<sup>14</sup> 21,910	6	1	5 5	2 6	1	1	1	<sup>14</sup> July 1, 1882, increased distance 13.18 miles to Fayetteville, Tenn.

TABLE A'.—Statement of railway post-offices in operation

Number of train on monthly schedule of through mails.				Contract designation, termini of route.	Corporate title of company.
				Columbus, Norfolk, Nebr	Omaha, Niobrara and Black Hills.
				Lost Creek, Albion, Nebr.	do
				Atchison, Kane., and Columbus, Nebr.	Burlington and Missouri River (in Nebraska).
				Columbus, Ohio, and Ashland, Ky.	Scioto Valley
				Columbus and Athens, Ohio.	Columbus, Hocking Valley and Toledo.
90, 71				Columbus and Cincinnati.	Pittsburgh, Cincinnati and Saint Louis.
				Columbus and Corning, Ohio.	Ohio Central
				Columbus and Springfield, Ohio.	Indiana, Bloomington and Western, Ohio Division.
				Columbus, Ga., and Troy, Ala.	Mobile and Girard
				Concord and Claremont, N H	Concord and Claremont.
				Mobile, Ala., and Cairo, Ill.	Mobile and Ohio
				Corpus Christi and Laredo, Tex.	Texas and Mexican
				Kansas City, Mo., and Union Pacific Transfer, Iowa.	Kansas City, Saint Joseph and Council Bluffs.
				Covington and Memphis, Tenn.	Chesapeake, Ohio and Southwestern.
Creighton and Norfolk, Nebr.	42.48	34018	6	Norfolk Junction and Creighton, Nebr.	Fremont, Elkhorn and Missouri Valley.
Crete, Ohio, and Chicago, Ill.	279.50	21002	5	Crete, Ohio, and Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.
Creton, Iowa, and Saint Joseph, Mo.	103.58	27007	7	Creton, Iowa, and Hopkins, Mo.	Chicago, Burlington and Quincy.
		28028		Saint Joseph and Hopkins, Mo.	Kansas City, Saint Joseph and Council Bluffs.
Crete and Red Cloud, Nebr.	151.23	34006	6	Crete and Beatrice, Nebr	Burlington and Missouri River (in Nebraska).
		34016		Beatrice and Red Cloud, Nebr	do
Cuba and Salem, Mo	40.98	28028	7	Cuba and Salem, Mo	Saint Louis, Salem and Little Rock.
Cumberland, Md., and Piedmont, W. Va.	34.00	10011	3	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania.
Cumberland, Md., and Pittsburgh, Pa.	150.00	8064	3 53, 54	Cumberland, Md., and Pittsburgh, Pa.	Pittsburgh Division Baltimore and Ohio.
Curwinstown and Tyrone, Pa.	47.00		2	Tyrone and Curwinstown, Pa.	Pennsylvania (Tyrone and Curwinstown Branch).
Dallas and Cleburne, Tex.	55.05	31035	7	Dallas, Cleburne, Tex	Gulf, Colorado and Santa Fe.
Danbury and South Norwalk, Conn.	23.01	5013	1	South Norwalk, Danbury, Conn.	Danbury and Norwalk
Danville and Buffalo, N. Y.	94.00	6006	2	Avon, Danville, N. Y.	Danville and Mount Morris Branch New York, Lake Erie and Western.
		6007		Attica, Corning, N. Y.	Attica Branch.
		6008		Buffalo, Hornellsville, N. Y.	Buffalo Division New York, Lake Erie and Western.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	27, 143	6	1	8 0	5 0	1	1	1	<sup>1</sup> Distance (9.20 miles) covered by Norfolk and Columbus R. P. O.
34. 16									
221. 30	138, 533	6	2	19 6	8 10	4	1	4	
			1	7 11	7 1				
133. 64	167, 317	12	3	9 4	6 9	4	1	4	
77. 47	96, 992	12	1	14 6	9 4	3	1	3	
			2	11	7 9				
120. 16	150, 440	12	2	19	8 2	2	1	6	
						2	2		
65. 82	41, 202	6	1	15 6	7	1	1	1	
45. 86	28, 683	6	1	16 4	6	1	1	1	
85. 96	53, 810	6	1	11 7	6 3	2	1	2	
			1	12 8	6 8				
54. 90	34, 367	6	1	12	6 7	1	1	1	This clerk is relieved once in 6 weeks. (See column of remarks, Pittsfield and Lawrence R. P. O.)
									<sup>2</sup> Reserve car.
193. 00	140, 890	7	<sup>3</sup> 1 ( <sup>2</sup> )	11 11	7 2	3	1	3	<sup>3</sup> Cars on route, Cairo, Ill., to Corinth, Miss., run through to Mobile, Ala., with Corinth and Meridian and Meridian and Mobile R. P. O's.
163. 48	102, 338	6	1	12	6	3	1	3	
			1	11	6				
203. 50	148, 555	7	3	22	9 1	3	1	4	One short stop.
37. 56	23, 512	6	1	8 2	6 3	1	1	1	
42. 48	26, 592	6	1	10	7 6	1	1	1	
(4)	174, 967	6	1	23 11	9	4	1	<sup>4</sup> 6	<sup>4</sup> Covered by Pittsburgh and Chicago R. P. O. 79.50 miles.
			2	23	8 7				<sup>5</sup> Two short stops between Crestline and Fort Wayne.
44. 40	64, 841	6	1	13	9 3	2	1	2	
59. 18									
30. 60	94, 669	6	1	18 6	9 2	2	1	2	
120. 63									
40. 98	25, 653	6	1	7	6	1	1	1	
34. 00	42, 568	12	1	10 8	6 8	1	1	1	
150. 00	93, 900	6	3	15 4	8 6	3	1	3	
47. 50	29, 422	6	1	10 9	8 1	1	1	1	
55. 05	34, 461	6	1	10	6	1	1	1	
23. 61	29, 559	12	1	11	6	1	1	1	This clerk is relieved once in four weeks. (See column of remarks, West Winsted and Bridgeport R. P. O.)
									<sup>6</sup> Reserve car.
			<sup>6</sup> 1	9	5				
30. 73	60, 096	6	3	12	10 6	1	1	1	
34. 50									
(7)									<sup>7</sup> 31 miles covered by Buffalo and Hornellsville R. P. O.



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Danville and Cairo, Ill...	274. 91	23050	6	.....	Vincennes, Ind., Danville, Ill.	Wabash, Saint Louis and Pacific.
		23037			Vincennes, Ind., Cairo, Ill.	.....do .....
Danville and West Liberty, Ill.	101. 11	23006	6	.....	Danville, West Liberty, Ill.	Danville, Olney and Ohio River.
Davenport, Iowa, and Cameron, Mo.	283. 18	27017	6	.....	Davenport, Iowa, Leavenworth, Kans.	Chicago, Rock Island and Pacific.
Dayton and Wellston, Ohio.	117. 34	21054	5	.....	Dayton, Wellston, Ohio..	Toledo, Cincinnati and Saint Louis.
Decatur and Montgomery, Ala.	183. 31	17004	4	.....	Montgomery, Decatur, Ala.	Southern and Northern Alabama.
Decherd and Fayetteville, Tenn.	40. 37	19005	5	.....	Decherd, Fayetteville, Tenn.	Nashville, Chattanooga and Saint Louis.
Delaware and Columbus, Ohio.	25. 70	21013	5	.....	Delaware Columbus, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Delphos, Ohio, and Frankfort, Ind.	136. 17	21065	5	.....	Delphos, Ohio, Frankfort, Ind.	Toledo, Cincinnati and Saint Louis.
Deming, N. M., and Los Angeles, Cal.	715. 30	40001	8	113, 112.	Deming, Yuma .....	Southern Pacific.
		46014			Huron, Yuma.....	.....do .....
Denison and Gainesville, Tex.	.....	31022	7	.....	.....	.....
Denison and Houston, Tex.	337. 45	31003	7	127, 126	Houston, Denison City, Tex.	Houston and Texas Central.
Denison and Mineola, Tex.	102. 31	31017	7	.....	Denison City, Mineola, Tex.	Kansas and Texas Division, Missouri Pacific.
Denison and Waco, Tex.	185. 44	31022	7	.....	Denison City, Gainesville, Tex.	.....do .....
		31028			Whitesborough, Waco, Tex.	.....do .....
Denton and Dallas, Tex..	37. 85	31030	7	.....	Dallas, Denton, Tex .....	Dallas and Wichita .....
Denver, and Georgetown, Colo.	53. 72	38003	7	.....	Denver, Colo., Cheyenne, Wyo.	Colorado Division, Union Pacific.
		38020			Golden Junction, Georgetown, Colo.	.....do .....
Denver and Leadville, Colo.	172. 34	38005	7	.....	Denver, Leadville, Colo ..	Denver, South Park and Pacific.
Denver, Pueblo, and Leadville, Colo.	283. 50	38001	7	.....	Denver, El Moro, Colo ...	Denver and Rio Grande..
		38019			South Pueblo, Leadville, Colo.	.....do .....
Des Moines and Albia, Iowa.	71	27033	6	.....	Albia, Des Moines, Iowa.	Chicago, Burlington and Quincy.
Des Moines and Jefferson, Iowa.	67. 99	27046	6	.....	Des Moines, Jefferson, Iowa.	Wabash, Saint Louis and Pacific.
Des Moines and Keokuk, Iowa.	162. 88	27019	6	.....	Keokuk, Des Moines, Iowa.	Chicago, Rock Island and Pacific.
Des Moines and Winterset, Iowa.	42. 74	27015	6	.....	Des Moines, Indianola, Iowa.	.....do .....
		27076			Somerset Junction, Winterset, Iowa.	.....do .....
Detroit, Mich., and Butler, Ind.	121	22027	9	.....	Logansport, Ind., Detroit, Mich.	Wabash, Saint Louis and Pacific.
Detroit, Mich., Butler and Logansport, Ind.	214. 65	22027	5	.....	Detroit, Mich., Logansport, Ind.	.....do .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet, and inches.				
114.91	172,093	6	1	15 0	7 8	4	1	4	
160.00	.....	.....	1	14 4	6 7				
101.11	63,294	6	1	14 0	7 9				
283.18	177,270	6	1	8 0	6 0	2	1	2	
117.34	73,454	6	1	8 0	5 0				
183.31	133,816	7	3	22 6	9 4	4	1	15	<sup>1</sup> One short stop between Numa, Iowa, and Cameron, Mo.
			2	10 6	5 8	2	1	2	
			<sup>2</sup> 3	19 6	9 6	3	1	3	<sup>2</sup> These cars run between Montgomery, Ala., and Louisville, Ky. (See Bowling Green and Decatur R. P. O.) Closed mails on express trains in charge of conductor between Decatur and Montgomery, Ala.; 7 round trips per week.
			<sup>2</sup> 1	15	9				
			<sup>2</sup> 1	19	9 6				
			<sup>2</sup> 1	19 6	10				
			<sup>2</sup> 2	15	9 6				
			<sup>2</sup> 1	15	6				
40.37	25,270	6	1	12	6 6	1	1	1	
25.70	16,088	6	1	10 3	8 9	1	1	1	
136.17	383,302	6	2	5 2	5	2	1	2	<sup>3</sup> Increase distance 26.95 miles, August 10 1881.
466.90	522,169	7	( <sup>4</sup> )	55 1	9 5	8	1	8	<sup>4</sup> Same cars used between San Francisco and Los Angeles, and the whole number credited to that line.
248.40									See Denison and Waco, Tex., R. P. O.
337.45	246,338	7	5	17 6	8 6	5	1	5	
102.31	74,686	7	.....	( <sup>5</sup> )	.....	2	1	2	<sup>5</sup> Covered by Hannibal and Denver R. P. O.
25.30	135,371	7	2	19 9	9 6	3	1	3	That portion of route, No. 31022, between Whitesborough and Ganesville, 15.30 miles additional, is supplied by closed pouches.
160.14	.....	.....	1	16 8	9 2				<sup>6</sup> Held in reserve.
			<sup>6</sup> 1	16 8	9 2				
37.75	23,694	6	1	10 6	7 5	1	1	1	
( <sup>7</sup> )	39,215	7	1	16 3	7 7	1	1	1	<sup>7</sup> 16 miles of route included in Cheyenne, Wyo., Boulder, Colo., and Denver, Colo., R. P. O.
37.72	.....	.....	1	16 3	7 7	.....	.....	.....	<sup>8</sup> Held in reserve.
172.34	125,808	7	2	18	7 10	3	1	3	
120	206,955	7	3	35 6	7 6	4	1	5	One short stop.
163.50	.....	.....	<sup>9</sup> 5	35 6	7 6				<sup>9</sup> Held in reserve.
			<sup>9</sup> 3	29 6	7 4				
71	44,446	6	2	17	5 9	2	1	2	
67.99	42,561	6	1	8	6	2	1	2	
162.88	101,962	6	<sup>10</sup> 3	16 6	9	3	1	3	<sup>10</sup> One car in reserve.
15.70	26,755	6	1	9	7	1	1	1	
27.04									
( <sup>10</sup> )	75,746	6	1	17	8 8	2	1	2	<sup>10</sup> Miles of route included in Logansport and Butler R. P. O., 5th Division.
214.65	1458,624	6	1	13 7	6 10				
			1	13 5	7	2	1	2	<sup>11</sup> Portion of this route from Detroit to Butler, belongs to 9th Division, but miles of route (120.57) having been omitted in report of that division, are shown in this line, at the request of Mr. Lovell. The miles of annual service for that portion of the route appear in Detroit and Butler, R. P. O.

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Detroit, Mich., and Chicago, Ill.</i>	286.09	24006	9	99, 94 98	Detroit, Mich, Chicago, Ill.	Michigan Central.....
Detroit and Grand Haven, Mich.	191.15	24027	9	.....	Detroit, Grand Haven, Mich.	Detroit, Grand Haven and Milwaukee.
Detroit, Jackson, and Grand Rapids, Mich.	170.16	24006	9	.....	Detroit, Mich., Chicago, Ill.	Michigan Central.....
		24010	..		Jackson, Grand Rapids, Mich.	...do .....
Detroit, Niles, Mich., and Chicago, Ill.	273.13	24006	9	.....	Detroit, Mich., Chicago, Ill.	...do .....
		24008	..		Jackson, Niles, Mich.	...do .....
Detroit, Mich., and Toledo, Ohio.	61.32	24035	9	.....	Toledo, Ohio, Detroit, Mich.	Toledo, Canada Southern and Detroit.
<i>Detroit, Mich., and Toledo, Ohio.</i>	71	24001	9	.....	Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern.
Dresden and Cincinnati, Ohio.	184.73	21029	5	.....	Dresden Junction, Morrow, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21014	..		Columbus, Cincinnati, Ohio.	...do .....
Driftwood and Red Bank Furnace, Pa.	110	8076	2	.....	Red Bank Furnace, Driftwood, Pa.	Allegheny Valley (low grade division).
Dubuque and Fort Dodge, Iowa.	192.84	27021	6	.....	Dubuque, Sioux City, Iowa.	Illinois Central.....
Duluth and Saint Paul, Minn.	155.73	26007	6	151, 152	Saint Paul, Duluth, Minn	Saint Paul and Duluth..
Duncan's Mills and San Francisco, Cal.	80.25	46016	8	.....	Duncan's Mills, San Francisco, Cal.	North Pacific Coast.....
Dunkirk, N. Y., and Titusville, Pa.	91	6019	2	.....	Dunkirk, N. Y., Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh.
Du Pont, Ga., and Live Oak, Fla.	48.85	15036	4	.....	Du Pont, Ga., Live Oak, Fla.	Savannah, Florida and Western.
Dwight and Washington, Ill.	70.11	23019	6	.....	Washington, Dwight, Ill	Chicago and Alton.....
Eagle Grove, Sioux Rapids, Iowa.	68.39	27070	6	.....	Eagle Grove, Sioux Rapids, Iowa.	Chicago and Northwestern.
Easton, Pa., Elmira, N. Y.	223	8010	2	.....	Easton, Pa., Waverly, N. Y.	Lehigh Valley .....
		6001	..		New York, Dunkirk, N. Y.	New York, Lake Erie, and Western.
Easton, Hazleton, Pa .....	69	8010	2	.....	Easton, Pa., Waverly, N. Y.	Lehigh Valley.....
East Saginaw, Lakeview, Mich.	71.62	24030	9	.....	East Saginaw, Saint Louis, Mich.	Saginaw Valley and Saint Louis.
		24041	..		Saint Louis, Lakeview, Mich.	Chicago, Saginaw and Canada.
East Saginaw, Port Huron, Mich.	92	24042	9	.....	Port Huron, Sand Beach, Mich.	Port Huron and Northwestern.
		24025	..		Marlette Junction, East Saginaw, Mich.	Port Huron and Northwestern.
Eatonton, Gordon, Ga ...	37.93	15014	4	.....	Gordon, Milledgeville, Ga.	Central Railroad and Banking Company of Georgia.
		15015	..		Eatonton, Milledgeville, Ga.	

in the United States on June 30, 1892—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
286.09	387,938	13	<sup>13</sup> <sup>13</sup>	50 45	9 3 9 3	<sup>4</sup> <sup>4</sup>	3 2	<sup>422</sup>	<sup>1</sup> One of each held in reserve. <sup>2</sup> Night line, runs daily. <sup>3</sup> Day line, daily except Sunday. <sup>4</sup> Two short stops on day line, between Detroit and Marshall and between Kalamazoo and Chicago.
191.15	119,659	<sup>46</sup>	<sup>63</sup> 1	23 2 20 10	9 1 8 6	5	1	5	<sup>5</sup> 12 round trips or double daily (except Sunday) services between Detroit and Grand Rapids, Mich., and single daily (except Sunday) between Grand Rapids and Grand Haven.
(7)	106,520	6	1	9 9	9	3	1	3	<sup>6</sup> One of these held in reserve.
94.46	.....	.....	1	11	7	.....	.....	.....	<sup>7</sup> 75.70 miles of route (Detroit to Jackson, Mich.) included in Detroit and Chicago R. P. O. Clerks run two weeks and lay off one.
(8)	170,979	6	1	17	8 10	4	1	4	<sup>8</sup> 169.20 miles of route (Detroit to Jackson and Niles to Chicago) included in Detroit and Chicago R. P. O.
103.93	.....	.....	1	16 8	8 11	.....	.....	.....	For local mails.
61.32	88,886	6	1	15 10	9 1	1	1	1	
71	44,446	7	1	36	9	1	2	2	Night line; runs daily.
148.73	182,189	(9)	4	14	7	<sup>105</sup>	1	5	<sup>9</sup> Between Dresden Junction and Washington Court-House, 12 trips per week. Residue, 6 trips per week.
(11)	.....	.....	.....	.....	.....	.....	.....	.....	<sup>10</sup> Dresden to Cincinnati, three crews, one clerk to crew. Dresden to Washington Court-House, two crews, one clerk to crew.
109.89	68,860	6	<sup>121</sup> 1 1	14 0 14 3 14 8	8 6 8 8 8 5	2	1	2	<sup>11</sup> Covered by Columbus and Cincinnati R. P. O. 36 miles. <sup>12</sup> One car in shop.
192.84	120,717	6	<sup>153</sup>	24 7	9 0	4	1	<sup>146</sup>	<sup>13</sup> One car in reserve.
155.73	97,486	6	<sup>148</sup>	22 0	9 9 <sup>1</sup>	3	1	3	<sup>14</sup> Two short stops between Dubuque, Iowa, and Iowa Falls, Iowa.
80.25	50,236	6	2	8	6	2	1	2	<sup>15</sup> One car in reserve.
91.16	56,966	6	1	15 6	6 0	2	1	2	
<sup>148</sup> 85	30,580	6	1	13 0 7 8	7 6 7 10	1	1	1	<sup>16</sup> Distance taken from railroad time-table.
70.11	43,888	6	1	13 10	9 5	1	1	1	
68.39	42,612	6	1	35 5	8 7	1	1	1	Whole car in use temporarily.
205.57	139,508	6	<sup>174</sup>	22 0	8 6	4	1	<sup>166</sup>	<sup>17</sup> 4 reserve cars.
(19)	.....	.....	2	20 0	8 4	.....	.....	.....	<sup>18</sup> 2 short stops.
(20)	86,338	12	2	15 0	6 0	4	1	4	<sup>19</sup> 17.75 miles covered by New York and Dunkirk R. P. O.
35.23	44,834	6	2 2 1	14 0 10 0 10	8 4 6 0 6 6	.....	.....	.....	<sup>20</sup> Route covered by Easton and Elmira R. P. O. No. 8010.
36.39	.....	.....	<sup>211</sup>	7	4 6	.....	.....	.....	<sup>21</sup> Held in reserve.
(22)	57,592	6	1	9 3	5 9	1	1	1	<sup>22</sup> 12.40 miles of route (Port Huron to Marquette Junction) included in Sand Beach and Port Huron, agent.
79.60	.....	.....	.....	.....	.....	.....	.....	.....	
17.79 21.94	24,870	6	1	26 4	8 7	1	1	1	Mail, baggage, and express in one car.

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of trains on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Egypt Depot and Fayetteville, N. C.	43	3	.....	.....	Fayetteville, Egypt Depot, N. C.	Cape Fear and Yadkin Valley.
Elba and Rocky Mount, Va.	38	3	.....	.....	Elba, Rocky Mount, Va.	Franklin Division Virginia Midland.
Elkhart, Anderson, Ind.	123.73	6	.....	.....	Elkhart, Anderson, Ind.	Cincinnati, Wabash and Michigan Railway.
Elmira, N. Y., and Blossburgh, Pa.	45	2	.....	.....	Elmira, N. Y., Blossburgh, Pa.	Tioga, Elmira and State Line.
Elmira, N. Y., and Williamsport, Pa.	79	273	.....	.....	Elmira, N. Y., Williamsport, Pa.	Northern Central.....
Eloy, Wis., and Harvard, Ill.	150.65	6	.....	.....	Kenosha, Wis., Rockford, Ill.	Chicago and Northwestern.
			.....	.....	Caledonia Station, Ill., Winona Junction, Wis.	.....do.....
Eloy, Wis., Winona, Minn.	85.00	6	.....	.....	Caledonia Station, Ill., Winona Junction, Wis.	.....do.....
			.....	.....	Winona Junction, Wis., Winona, Minn.	.....do.....
Emery Grove, Md., and Gettysburgh, Pa.	51	2	.....	.....	Hanover, Gettysburgh, Pa.	Hanover Junction and Gettysburgh.
			.....	.....	Valley Junction, Pa., Ebbvale, Md.	.....do.....
			.....	.....	Valley Junction, Pa., Glyndon, Md.	.....do.....
Emporia and Howard, Kans.	76.10	7	.....	.....	Emporia, Howard, Kans.	Atchison, Topeka and Santa Fé.
Erie and Pittsburgh, Pa.	148	273	.....	.....	New Castle, Homewood, Pa.	Pittsburgh, Fort Wayne and Chicago.
			.....	.....	Erie, New Castle, Pa.	Erie and Pittsburgh.....
			.....	.....	Pittsburgh, Pa., Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.
Essex Junction, Vt., and Boston, Mass.	253.03	3021	1	.....	Boston, Greenfield, Mass.	Fitchburgh.....
		3055	.....	.....	Fitchburgh, Mass., Bellows Falls, Vt.	Cheshire.....
		2003	.....	.....	Bellows Falls, Burlington, Vt.	Central Vermont.....
		2001	.....	.....	Burlington, Vt., Rouse's Point, N. Y.	.....do.....
Evansville, Ind., and Nashville, Tenn.	145.92	20025	5	.....	Henderson, Ky., Nashville, Tenn.	Louisville and Nashville.
Evansville, Ind., and Saint Louis, Mo.	160.10	23032	6	.....	Saint Louis, Mo., Evansville, Ind.	.....do.....
Fair Haven, N. Y., and Sayre, Pa.	116	6084	2	.....	Sayre, Pa., Fair Haven, N. Y.	Southern Central.....
Fairland and Martinsville, Ind.	38.35	22016	5	.....	Fairland, Martinsville, Ind.	Cincinnati, Indianapolis, Saint Louis and Chicago.
Fargo and Bismarck, Dak.	194.41	25001	6	153, 150.	Duluth, Minn., Glendive, Mont.	Northern Pacific.....
Farley and Cedar Rapids, Iowa.	57.28	27020	6	.....	Farley, Cedar Rapids, Iowa.	Chicago, Milwaukee and Saint Paul.
Farmington and Lewiston, Me.	46.96	3	1	.....	Farmington, Brunswick, Me.	Maine Central.....
		5	.....	.....	Portland, Skowhegan, Me.	.....do.....
Fernandina and Cedar Keys, Fla.	154.80	16001	4	1, 4.	Fernandina, Cedar Keys, Fla.	Florida Transit.....
Florence and Douglas, Kans.	54.77	33017	7	.....	Florence, Douglas, Kans.	Atchison, Topeka and Santa Fé.
Florence and Ellinwood, Kans.	26.35	33030	7	.....	Florence, Ellinwood, Kans.	.....do.....
Florence and Columbia, S. C.	83.00	14002	4	1, 2	Florence, Columbia, S. C.	Wilmington, Columbia and Augusta.
Fond du Lac and Milwaukee, Wis.	63.53	25012	6	.....	Milwaukee, Fond du Lac, Wis.	Chicago and Northwestern.

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Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
43	23,918	6	1	10	5	1	1	1	
38	23,788	6	1	5 5	5 5	1	1	1	
123.79	77,492	6	2	10	6 6	2	1	2	
45.50	28,170	6	1	14 0	7 0	1	1	1	
79.17	49,454	6	( <sup>1</sup> )	10 10	6 3	2	1	2	<sup>1</sup> Same cars as are used on the Canandaigua and Elmira R. P. O.
( <sup>2</sup> )	94,306	6	2	35 5	8 7	2	2	4	<sup>2</sup> Distance (14.80 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.
135.85									
54.17	53,210	6	( <sup>3</sup> )	16 0	7 7	2	1	2	<sup>3</sup> Cars run through between Elroy, Wis., and Sleepy Eye, Minn., covering Winona and Sleepy Eye, Minn., R. P. O.
30.83				15 3	7 7				
16.60	63,852	12	1	17 0	8 8	2	1	2	
12.97			<sup>4</sup> 1	16 8	8 3				<sup>4</sup> Reserve car.
20.90									
76.10	47,638	6	1	12	7 7	1	1	1	
15.20	92,648	6	2	12 6	9 0	3	1	3	
98.50			<sup>5</sup> 2	12 0	9 0				<sup>5</sup> One reserve car.
( <sup>6</sup> )									<sup>6</sup> 34.30 covered by the Pittsburgh, Fort Wayne and Chicago R. P. O., No. 21002.
( <sup>7</sup> )	158,396	6	1	23 9	6 10	4	2	8	<sup>7</sup> Covered by Boston and Troy R. P. O., 49.60 miles.
64.54			1	24 2	6 10				
130.39			<sup>8</sup> 1	24	6 10				<sup>8</sup> Reserve cars.
8.50			<sup>9</sup> 1	24 2	6 10				
145.92	106,521	7	2	11 2	7 4	3	1	3	
160.10	100,222	6	<sup>10</sup> 3	11 11	9 1	3	1	3	<sup>10</sup> One car in reserve.
116	72,616	6	<sup>11</sup> 2 1	11 12	6 3 6 8	3	1	3	<sup>11</sup> Reserve car. This line is divided at Auburn, N. Y., Fair Haven and Auburn R. P. O. constituting north division, and the Auburn and Sayre R. P. O. constituting the south division.
38.35	24,007	6	1	12 4	7 3	1	1	1	
194.41	121,700	6	1	19 11	8 6	3	1	3	
57.98	36,295	6	1	19 2	9				
57.98	36,295	6	1	14 9	7 2	1	1	1	
36.30	29,396	6	2	16	6 7	2	1	2	<sup>11</sup> Covered by Skowhegan and Portland Railroad, 10.66 miles. This clerk runs from Lewiston to Portland, Me., and return, with the Skowhegan and Portland R. P. O., as an assistant.
( <sup>11</sup> )									
154.80	96,904	6	1	20 4	8 8	3	1	3	Closed mails in charge of conductor between Fernandina and Hart's Roads, Fla., 6 round trips per week.
			1	19 4	7 11				
			1	19 7	8 8				
54.77	34,286	6	1	12	7 7	1	1	1	
98.35	61,567	6	2	12	7 7	2	1	2	
1283	60,590	7	1	25	8 7	2	1	2	<sup>12</sup> Distance taken from railroad time-tables.
			1	22	8 10				
63.53	39,769	6	1	12 8	7 6	1	1	1	

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Forrest City and Helena, Ark.	43. 90	29008	7	.....	Helena, Forrest City, Ark.	Iron Mountain and Helena.
Foreston and Aurora, Ill.	82. 47	23036	6	.....	Aurora, Foreston, Ill. ....	Chicago and Iowa.....
Fort Dodge and Des Moines, Iowa.	87. 90	27031	6	.....	Des Moines, Fort Dodge, Iowa.	Des Moines and Fort Dodge.
Fort Dodge and Sioux City, Iowa.	136. 77	27021	6	.....	Dubuque, Sioux City, Iowa.	Illinois Central .....
Fort Howard, Wis., and Chicago, Ill.	242. 50	25009	6	151, 152.	Chicago, Ill., Green Bay, Wis.	Chicago and Northwestern.
Fort Scott, Kans., and Denison, Tex.	.....	.....	.....	.....	.....	.....
Fort Scott and Toronto, Kans.	79	33030	7	.....	Fort Scott, Toronto, Kans.	Saint Louis, Fort Scott and Wichita.
		22020	5	.....	Fort Wayne, Connersville, Ind.	Fort Wayne, Cincinnati and Louisville.
Fort Wayne, Ind., and Cincinnati, Ohio.	178. 39	21031	..	.....	Hagerstown, Ind., Harrison, Ohio	White Water .....
		21071	..	.....	Harrison, Valley Junction, Ohio.	Cincinnati, Indiana, Saint Louis and Chicago.
		22003	..	.....	Indianapolis, Ind., Cincinnati, Ohio.	.....do .....
Fort Worth and Galveston, Tex.	346. 66	31027	7	.....	Galveston, Belton, Tex. ..	Gulf, Colorado and Santa Fé.
		31033	..	.....	Temple, Fort Worth, Tex.	.....do .....
Franklin Furnace and Waterloo, N. J.	21	7025	2	.....	Waterloo, McAfee Valley, N. J.	Sussex.....
		7048	..	.....	Branchville Junction, Branchville, N. J.	.....do .....
Fredericksburgh and Orange Court-House, Va.	38	11102	3	.....	Fredericksburgh, Orange Court-House, Va.	Potomac, Fredericksburgh and Piedmont.
Freeport and Centralia, Ill.	277. 13	23021	6	.....	Dubuque, Iowa, Centralia, Ill.	Illinois Central .....
Galesburgh and Quincy, Ill.	101. 57	23010	6	127, 129 126, 128	Galesburgh, Quincy, Ill. ..	Chicago, Burlington and Quincy.
Galva and Keithsburgh, Ill.	58. 42	23070	6	.....	Galva, Gladstone, Ill.....	.....do .....
Geneva, N. Y., and Wellsborough, Pa.	101	6103	2	.....	Corning, Geneva, N. Y...	Syracuse, Geneva and Corning.
		8065	..	.....	Corning, N. Y., Antrim, Pa.	Corning, Cowanesque and Antrim.
Geneva, Wis., and Elgin, Ill.	43. 65	23004	6	.....	Elgin, Ill., Geneva, Wis.	Chicago and Northwestern.
Georgetown, Del., and Franklin City, Va.	55	9506	2	.....	Georgetown, Selbyville, Del.	Breakwater and Franklin.
		10016	..	.....	Selbyville, Del., Franklin City, Va.	Worcester .....
Gilman and Springfield, Ill.	112. 57	23034	6	.....	Springfield, Gilman, Ill..	Illinois Central .....
Girard and Galena, Kans.	47. 17	33020	7	.....	Girard, Kans., Joplin, Mo.	Saint Louis and San Francisco.
		Br'h 28020	..	.....	Oronogo, Mo., Galena, Kans.	.....do .....
Goldsborough and Greensborough, N. C.	130	13004	3	.....	Goldsborough, Greensborough, N. C.	North Carolina division Richmond and Danville.
Goldsborough and Morehead City, N. C.	95	13005	3	.....	Goldsborough, Morehead City, N. C.	Midland North Carolina..
Grafton, W. Va., and Chicago, Ill.	562	10003	5	49, 53...	Baltimore, Md., Wheeling, W. Va.	Baltimore and Ohio .....
		21001	..	55, 48 ..	Bellaire, Columbus, Ohio.	.....do .....
		21010	..	50, 54 ..	Sandusky, Newark, Ohio.	.....do .....
		21047	..	.....	Chicago Junction, Ohio, Chicago, Ill.	.....do .....

**in the United States on June 30, 1882—Continued.**

[illegible]



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Grafton, W. Va., and Cincinnati, Ohio.</i>	300	12002	5	53, 55...	Grafton, Parkersburgh, W. Va.	Baltimore and Ohio .....
		21028		48, 50...	Parkersburgh, W. Va., Cincinnati, Ohio.	Marietta and Cincinnati..
Grafton and Fargo, Dak.	115. 90	35011a	6	.....	Grand Forks, Grafton, Dak.	Saint Paul, Minneapolis and Manitoba.
		35005		.....	Grand Forks, Fargo, Dak.	.....do .....
Grafton and Parkersburgh, W. Va.	104	12002	3	49, 54...	Grafton, Parkersburgh, W. Va.	Parkersburgh Branch Baltimore and Ohio.
Grafton and Wheeling, W. Va.	99	10003	3	49, 50...	Baltimore, Md., Wheeling, W. Va.	Baltimore and Ohio .....
Grand Rapids, Mich., and Elkhart, Ind.	114. 37	6052	9	.....	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		24004		.....	White Pigeon, Grand Rapids, Mich.	.....do .....
Grand Rapids and New Buffalo, Mich.	115. 90	24021	9	.....	New Buffalo, Pentwater, Mich.	Chicago and West Michigan.
		24052		.....	Holland, Grand Rapids, Mich.	.....do .....
Green Bay, Wis., and Winona, Minn.	214. 81	25027	6	.....	Green Bay, Wis., Winona, Minn.	Green Bay, Winona and Saint Paul.
Greenport and New York, N. Y.	94	6045	2	.....	Long Island City, Greenport, N. Y.	Long Island .....
Greensborough and Winston, N. C.	28	13012	3	.....	Greensborough to Winston, N. C.	Salem Branch, Richmond and Danville.
Greenup and Willard, Ky.	34. 76	20013	5	.....	Greenup, Willard, Ky...	Eastern Kentucky.....
Greenville and Hilliard's, Pa.	47	8051	2	.....	Greenville, Hilliard's, Pa.	Chenango and Allegheny
Greenville and Belton, S. C.	25. 00	14001	4	.....	Columbia, Greenville, S. C.	Columbia and Greenville.
Greenwood, S. C., and Augusta, Ga.	67. 00	15037	4	.....	Augusta, Ga., Greenwood, S. C.	Augusta and Knoxville..
Greenwood Lake and New York, N. Y.	48	7034	2	.....	Jersey City, N. J., Greenwood Lake, N. Y.	Greenwood Lake and New York.
Griffin and Carrollton, Ga.	60. 12	15022	4	.....	Griffin, Carrollton, Ga..	Savannah, Griffin and North Alabama.
Hagerstown, Md., and Roanoke, Va.	236	11021	3	35, 34 ..	Hagerstown, Md., Roanoke, Va.	Shenandoah Valley .....
Hagerstown and Weverton, Md.	24	10005	3	.....	Weverton, Hagerstown, Md.	Washington County Branch, Baltimore and Ohio.
Hamden Junction and Portsmouth, Ohio.	56	21018	5	.....	Hamden Junction, Portsmouth, Ohio.	Marietta and Cincinnati .
<i>Hannibal, Mo., and Denison, Tex.</i>	577. 31	28014	7	129, 128.	Hannibal, Sedalia, Mo ...	Kansas and Texas Division, Missouri Pacific.
		28011		.....	Sedalia, Mo., Denison City, Tex.	.....do .....
<i>Hannibal, Mo., and Fort Scott, Kans.</i>	.....	.....	.....	.....	.....	.....
Hannibal and Gilmore, Mo.	85. 85	28029	7	.....	Hannibal, Gilmore, Mo ..	Saint Louis, Kansas and Keokuk.
Harper's Ferry, W. Va., and Staunton, Va.	126	12001	3	.....	Harper's Ferry, W. Va., Staunton, Va.	Valley Branch, Baltimore and Ohio.
Harrington and Lewes, Del.	40	9504	2	.....	Harrington, Lewes, Del..	Junction and Breakwater.
Harrisburgh, Pa., and Baltimore, Md.	84	10002	2	.....	Baltimore, Md., Sunbury, Pa.	Northern Central.....
Harrisburgh, Pa., and Martinsburgh, W. Va.	94	8080	2	.....	Harrisburgh, Pa., Martinsburgh, W. Va.	Cumberland Valley.....
Hartford, Conn., and Millerton, N. Y.	69. 93	5018	1	.....	Hartford, Conn., Millerton, N. Y.	Connecticut Western....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
( <sup>1</sup> ) 195. 15	219, 000	7	2	50	9 4	4	3	12	<sup>1</sup> Miles of route reported by Third Division, Baltimore and Grafton R. P. O.
39. 84	84, 607	7	2	12 4	7 2	2	1	2	
76. 06 104	65, 104	6	1	20 8	8 9	2	1	2	
( <sup>2</sup> )	72, 270	7	2	17	8 7	2	1	2	<sup>2</sup> Covered by Grafton and Chicago R. P. O.
( <sup>3</sup> ) 95. 65	143, 191	12	1	16 6	6 9	4	1	4	<sup>3</sup> 18.70 miles of route (White Pigeon, Mich., to Elkhart, Ind.) included in New York and Chicago R. P. O. Double daily (except Sunday) service.
( <sup>4</sup> ) 25. 90	72, 553	6	1	13	9	2	1	2	<sup>4</sup> 90 miles of route (New Buffalo to Holland) included in Pentwater and Muskegon R. P. O. <sup>5</sup> One of these cars held in reserve.
214. 81	134, 471	6	3	12	7 6	3	1	3	
94. 31	58, 844	6	1	15	6 6	2	1	2	
28	37, 968	13	<sup>6</sup> 1	12 8 17 2	5 8 8 1	1	1	1	<sup>6</sup> 1 reserve car.
34. 76	21, 759	6	1	10 3	4 7	1	1	1	
46. 40	29, 422	6	1	13	7	1	1	1	
<sup>7</sup> 25. 00	15, 650	6	1	9 6 7 6	6 9 8 8	1	1	1	<sup>7</sup> Distance taken from railroad time-table.
<sup>8</sup> 67. 00	41, 942	6	1	12	8 10	1	1	1	<sup>8</sup> Distance taken from railroad time-table.
46. 90	30, 048	6	1	10	6 6	1	1	1	
60. 12	27, 635	6	1	12 3	8 4	1	1	1	
236	147, 736	6	2	18	8 7	3	1	3	
24	30, 048	12	2	8 6	8	1	1	1	
56	35, 056	6	1	13 9	9 6	1	1	1	
142. 80	421, 436	7	5	50 7	9 3	7	2	14	Line divided at Fort Scott, Kans., the Hannibal and Fort Scott R. P. O. forming the North Division and the Fort Scott and Denison R. P. O. forming the South Division. See Sedalia and Parsons R. P. O., which also runs over route 28011, between Sedalia and Parsons, 158.70 miles.
434. 51			<sup>9</sup> 1	50	9 1				<sup>9</sup> Held in reserve. See Hannibal and Denison R. P. O.
85. 85	53, 742	6	1	24 6	7 6	2	1	2	
126	78, 876	6	2	14 10	8 7	3	1	3	
40	25, 040	6	1	7	7	1	1	1	
( <sup>10</sup> )	52, 584	6	<sup>11</sup> 6	9 15	7 8 7	2	1	2	<sup>10</sup> Covered by the Williamsport and Baltimore R. P. O. <sup>11</sup> Four reserve cars.
94. 07	117, 688	12	1	14	8 2	2	1	<sup>12</sup> 3	<sup>12</sup> One short stop.
69. 93	87, 552	12	1	15 16 12	8 6 7 6 6	2	1	<sup>13</sup> 3	<sup>13</sup> One relief clerk, also relieves West Winsted and Bridgeport clerk.
			<sup>14</sup> 1	10 6	6 8				<sup>14</sup> Reserve car.

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Hartford and Saybrook, Conn.	42.57	5015	1	.....	Hartford, Saybrook Point, Conn.	Hartford and Connecticut Valley.
Hastings and Cologne, Minn.	55.14	26010	6	.....	Hastings, Minn., Aberdeen, Dak.	Chicago, Milwaukee and Saint Paul.
Hastings and Culbertson, Nebr.	179.66	34009	6	.....	Hastings, Culbertson, Nebr.	Burlington and Missouri River, in Nebraska.
Havana and Springfield, Ill.	47.48	23049	6	.....	Springfield, Havana, Ill.	Wabash, Saint Louis and Pacific.
Hazleton and Sunbury, Pa.	54	8015	2	.....	Sunbury, Tomhicken, Pa.	Pennsylvania (Sunbury, Hazleton and Wilkes-barre Branch).
		8016	..	.....	Penn Haven Junction, Tomhicken, Pa.	Lehigh Valley .....
Helena and Clarendon, Ark.	48.20	29002	7	..	Helena, Clarendon, Ark.	Arkansas Midland.....
Hempstead and Austin, Tex.	115.20	31004	7	.....	Hempstead, Austin, Tex.	Houston and Texas Central.
Hendersonville, N. C., and Columbia, S. C.	144.75	14011	4	.....	Spartanburgh, S. C., Hendersonville, N. C.	Spartanburgh and Asheville.
		14008	..	.....	Alston, Spartanburgh, S. C.	Spartanburgh, Union and Columbia.
		14001	..	.....	Columbia, Greenville, S. C.	Columbia and Greenville.
Hightstown, N. J., and Philadelphia, Pa.	51	7006	2	.....	Camden, Hightstown, N. J.	Pennsylvania (Amboy Division).
Holden, Mo., and Le Roy, Kans.	115.33	28024	7	.....	Holden, Mo., Paola, Kans.	Kansas and Arizona Division, Missouri Pacific.
		33030a	..	.....	Paola, Le Roy Junction, Kans.	Kansas and Arizona Division, Missouri Pacific.
Hood and Columbus, Ga.	32	15024	4	.....	Hood, Columbus, Ga.	Columbus and Rome.....
Horicon and Portage, Wis.	45.64	25006	6	.....	Horicon, Portage, Wis.	Chicago, Milwaukee and Saint Paul.
Hornellsville and Buffalo, N. Y.	91	6008	2	83, 80...	Buffalo, Hornellsville, N. Y.	New York, Lake Erie and Western (Buffalo Division).
Houston and Galveston, Tex.	50.50	31001	7	129, 126, 128	Houston, Galveston, Tex.	Galveston, Houston and Henderson.
Houston and Moscow, Tex.	88	31023	7	.....	Houston, Moscow, Tex.	Houston, Eastern and Western Texas.
Houston and San Antonio, Tex.	.....	.....	7	.....	.....	.....
Houston and Uvalde, Tex.	310.89	31002	7	.....	Houston, Uvalde, Tex.	Galveston, Harrisburgh and San Antonio.
Howard City and Detroit, Mich.	160.72	24017	9	.....	Detroit, Howard City, Mich.	Detroit, Lansing and Northern.
Huntingdon, Pa., and Cumberland, Md.	91	8034	2	.....	Huntingdon, Mount Dallas, Pa.	Huntingdon and Broad Top.
		8072	..	.....	Mount Dallas, Pa., Cumberland, Md.	Pennsylvania Railroad, Bedford Division.
Huntington, W. Va., and Lexington, Ky.	139.93	11005	5	.....	Richmond, Va., Ashland, Ky.	Chesapeake and Ohio....
		20001	..	.....	Ashland, Geigersville, Ky.	Chesapeake and Ohio and Southwestern.
		20029	..	.....	Geigersville, Mount Sterling, Ky.	.. do .....
		20016	..	.....	Mount Sterling, Lexington, Ky.	....do .....
Huron and Massillon, O.	87.04	21080	5	.....	Huron, Massillon, Ohio.	Wheeling and Lake Erie.
Indiana and Branch Junction, Pa.	19	8042	2	.....	Branch Junction, Indiana, Pa.	Pennsylvania Railroad, West Penn Division.
Indianapolis, Ind., and Decatur, Ill.	153.90	23055	6	.....	Decatur, Ill., Indianapolis, Ind.	Indianapolis, Decatur and Springfield.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
42.57	26,648	6	1	10 4	6 8	1	1	1	This clerk is relieved once in four weeks. (See column of remarks Providence and New London R. P. O.) <sup>1</sup> Reserve car.
			1	10 6	6 9				
			1	11 6	6 9				
55.14	34,517	6	1	18	9 4	1	1	1	
179.66	112,467	6	2	7 10	7 2	3	1	3	<sup>2</sup> Reserve.
			1	9	6 6				
47.48	29,722	6	1	13 6	9 5½	1	1	1	
44.10	32,552	6	1	8	6	1	1	1	
8.80									
48.20	30,173	6	1	9	6 4	1	1	1	
115.20	72,115	6	3	14	8 6	2	1	2	
51.25	90,613	6	1	19 1	8	3	1	3	<sup>3</sup> Twenty five (25) miles covered by Columbia and Walhalla R. P. O.
68.50			1	13 7	8 10				
( <sup>2</sup> )									
51.75	31,936	6	1	12 6	8 2	1	1	1	<sup>4</sup> Two reserve cars.
			1	12 4	6 2				
			1	11 3	6 3				
54.53	72,196	6	1	20	8 2	2	1	2	
60.80									
<sup>5</sup> 32	20,032	6	1	25 10	5 3	1	1	1	<sup>5</sup> Distance taken from railroad time-table. <sup>6</sup> Mail, baggage, and express in one car.
			1	11 8	6 5				
45.64	28,570	6	1	13 2	8 10	1	1	1	
91	56,966	6	3	12	10 6	2	1	2	
50.50	68,478	13	3	14	9	2	1	2	
88	55,088	6	2	6	5 9	2	1	2	
									See Houston and Uvalde, Tex., R. P. O.
310.89	226,049	7	1	19 6	8 10½	5	1	5	Line divided at San Antonio. The Houston and San Antonio R. P. O. forming the East Division, and the San Antonio and Uvalde R. P. O. forming the West Division.
			2	10 3½	9 10½				
160.72	100,610	6	1	19 8	8 11	2	1	2	Short stop reported with Big Rapids and Detroit R. P. O. runs from Detroit to Lansing with this R. P. O.
45.14	56,966	6	2	8 8	6 9	2	1	2	
45.47			1	7 10	6 4				<sup>7</sup> 2 reserve cars.
<sup>8</sup> 15.22	<sup>8</sup> 38,895	6	2	17	9	2	1	2	<sup>8</sup> This railroad is in the Third Division, but not covered by any line of that division. <sup>9</sup> February 1, 1882, increase distance 105.74 miles.
14.02									
76.50									
34.19									
87.04	<sup>10</sup> 2,088	6	1	15 6	9	1	1	1	<sup>10</sup> Route established February 20, 1882.
19	23,788	12	1	6 3	5	1	1	1	
153.90	96,341	6	1	20 4	9 1	3	1	3	<sup>11</sup> One car in reserve.

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Indianapolis, Ind., and Louisville, Ky.	114.77	22007	5	.....	Indianapolis, New Albany, Ind.	Jefferson, Madison and Indianapolis.
Indianapolis and Madison, Ind.	95.90	22007	5	.....	do	do
		22006	..		Columbus, Madison, Ind.	do
Indianapolis, Ind., and Peoria, Ill.	213.02	22018	5	.....	Indianapolis, Ind., Peoria, Ill.	Indianapolis, Bloomington and Western.
Indianapolis, Ind., and Saint Louis, Mo.	262.44	22025	5	.....	Indianapolis, Terre Haute, Ind.	Indianapolis and Saint Louis.
		22043	..		Terre Haute, Ind., East Saint Louis, Ill.	do
Indianapolis and Terre Haute, Ind.	74.39	22002	5	.....	Indianapolis, Terre Haute, Ind.	Indianapolis, Vandalia and Terre Haute.
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	241.08	22002	5	.....	do	do
		22044	..		Terre Haute, Ind., East Saint Louis, Ill.	do
Indianapolis and Vincennes, Ind.	118	22001	5	.....	Indianapolis, Vincennes, Ind.	Indianapolis and Vincennes.
Indianola and Chariton, Iowa.	34.67	27042	6	.....	Chariton, Indianola, Iowa	Chicago, Burlington and Quincy.
Irvine and Oil City, Pa.	50	8025	2	.....	Irvine, Corry, Pa.	Buffalo, Pittsburgh and Western.
Ishpeming, Mich., and Fort Howard, Wis.	179.07	24031	6	.....	Fort Howard, Wis., Ishpeming, Mich.	Chicago and Northwestern.
Ithaca and Owego, N. Y.	35	6042	2	.....	Owego, Ithaca, N. Y.	Delaware, Lackawanna and Western, Cayuga Division.
Jackson and Adrian, Mich.	47.24	24003	9	.....	Adrian, Jackson, Mich.	Lake Shore and Michigan Southern.
Jackson, Mich., and Fort Wayne, Ind.	97.24	24029	9	.....	Jackson, Mich., Fort Wayne, Ind.	Fort Wayne and Jackson.
Jacksonville and Chattahoochee, Fla.	216.19	16002	4	.....	Lake City, Chattahoochee, Fla.	Florida Central and Western.
		16006	..		Jacksonville, Lake City, Fla.	do
Jasper and Evansville, Ind.	55.63	22032	5	.....	Jasper, Evansville, Ind.	Louisville, Evansville and Saint Louis.
Jefferson and Greenville, Tex.	122.18	31013	7	.....	Jefferson, Greenville, Tex.	Missouri Pacific
Jewell and Des Moines, Iowa.	58.84	27030	6	.....	Des Moines, Jewell, Iowa	Chicago and Northwestern.
Jewell and Lake City, Iowa.	58.58	27066	6	.....	Jewell, Lake City, Iowa.	do
Johnstown and Rockwood, Pa.	45	8070	2	.....	Rockwood, Johnstown, Pa.	Baltimore and Ohio, Somerset and Cambria Branch.
Junction City and Parsons, Kans.	157.44	33009	7	111, 110.	Junction City, Parsons, Kans.	Neosho Section, Missouri Pacific.
Kalamazoo, Mich., and Cincinnati, Ohio.	425.78	24018	5	.....	Walton, Mich., Fort Wayne, Ind.	Grand Rapids and Indiana.
		22021	..		Fort Wayne, Richmond, Ind.	do
		21025	..		Richmond, Ind., Hamilton, Ohio.	Cincinnati, Richmond and Chicago.
		21026	..		Dayton, Cincinnati, Ohio.	Cincinnati, Hamilton and Dayton.
Kalamazoo and South Haven, Mich.	40.65	24007	9	.....	Kalamazoo, South Haven, Mich.	Michigan Central
Kankakee and Kankakee Junction, Ill.	75.01	23062	6	.....	Kankakee, Strawn, Ill.	Illinois Central
		23064	..		Kempton, Woodford, Ill.	do
Kansas City, Mo., and Atchison, Kans.	.....	.....	7	.....	.....	.....
Kansas City, Mo., and Denver, Colo.	640.10	33001	7	.....	Kansas City, Mo., Denver, Colo.	Kansas Division Union Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
114.77	155,546	13	4	16	9	4	1	4	
(1)	60,033	6	1	10 9	6	1	1	1	<sup>1</sup> Covered by Indianapolis and Louisville R. P. O., 50 miles.
(2)	.....	.....	.....	.....	.....	.....	.....	.....	<sup>2</sup> Covered by Cambridge City and Madison R. P. O., 45.90 miles.
213.02	133,350	6	3	12 9	9	4	1	<sup>3</sup> 6	<sup>3</sup> Two short stops between Indianapolis and Urbana.
72.45	164,287	6	3	40	9	4	2	8	
189.99	.....	.....	.....	.....	.....	.....	.....	.....	
(4)	46,568	6	1	16 5	6 6	1	1	1	<sup>4</sup> Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles.
(5)	150,916	6	3	19	7 3	4	1	4	<sup>5</sup> Covered by Pittsburgh and Saint Louis R. P. O., 74.39 miles.
(6)	.....	.....	.....	.....	.....	.....	.....	.....	<sup>6</sup> Covered by Pittsburgh and Saint Louis R. P. O., 166.69 miles.
118	73,868	6	1	11 6	9	2	1	2	
31.67	21,703	6	1	20	9	1	1	1	
50	31,300	6	(7)	.....	.....	1	1	1	<sup>7</sup> Same cars as are used on the Brocton and Oil City R. P. O.
179.07	130,721	7	<sup>8</sup> 2	35 5	8 7	2	2	4	<sup>8</sup> Whole cars.
35	21,910	6	1	7 6	6 8	1	1	1	
			<sup>9</sup> 1	8	3 7	.....	.....	.....	<sup>9</sup> Reserve car.
47.24	29,572	6	1	12	8 4	1	1	1	
97.24	60,872	6	1	10 6	7 6	2	1	2	
<sup>10</sup> 155.87	157,818	7	1	12 10	6 7	4	1	4	<sup>10</sup> Closed mails in charge of conductor between Jacksonville and Baldwin, six round trips per week.
60.32	.....	.....	1	12 6	6 8	.....	.....	.....	
			1	10	6	.....	.....	.....	
56.63	84,824	6	1	10	7 10	1	1	1	
122.18	76,484	6	2	14 4	5 9	2	1	2	
58.84	36,833	6	1	12 2	7 5	1	1	1	
58.58	36,671	6	<sup>11</sup> 1	35 5	7	1	1	1	<sup>11</sup> Whole car in use temporarily.
45.71	28,170	6	1	13 6	7 8	1	1	1	
157.44	98,557	6	1	15 1	7 2 1	3	1	3	
			1	13 2	7 2 1	.....	.....	.....	
<sup>12</sup> 262.03	266,538	6	<sup>12</sup> 1	13 2	7 2 1	.....	.....	.....	<sup>12</sup> Held in reserve.
			3	13 2	7	4	1	4	<sup>13</sup> Route from Kalamazoo to Walton is in ninth division, but miles of route (168.03) having been omitted in report of that division, it is entered in this division report at request of Mr. Lovell.
92.71	.....	.....	.....	.....	.....	.....	.....	.....	
46.04	.....	.....	.....	.....	.....	.....	.....	.....	
(14)	.....	.....	.....	.....	.....	.....	.....	.....	<sup>14</sup> Covered by Toledo and Cincinnati R. P. O., 25 miles.
40.65	25,446	6	1	12 7	5 8	1	1	1	
30.22	46,956	6	1	15	7 2 1	1	1	1	
44.79	.....	.....	1	14	7 0	.....	.....	.....	
640.10	577,503	7	8	24 8	9 4	7	2	18	See Saint Louis, Mo., and Atchison, Kans., R. P. O.
						<sup>15</sup> 4	1		<sup>15</sup> These clerks run from Kansas City to Ellis (302 miles) daily on night line, returning east from Ellis on regular R. P. O. as helpers.

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Kansas City, and Joplin, Mo.	176.06	33008	7	.....	Kansas City, Joplin, Mo..	Kansas City, Fort Scott and Gulf.
Kansas City, Mo., and La Junta, Colo.	.....	.....	.....	.....	.....	.....
<i>Kansas City, Mo., and Pueblo, Colo.</i>	634.55	33016	7	111, 110.	Topeka, Kans., Kansas City, Mo.	Atchison, Topeka, Santa Fé.
		33010	..	.....	Atchison, Kans., Pueblo, Colo.	.....do .....
Kansas City, Mo., and Wellington, Kans.	264.82	33008	7	.....	Kansas City, Joplin, Mo..	Kansas City, Fort Scott and Gulf.
		33008	..	.....	Olathe, Ottawa, Kans....	Kansas City, Lawrence, and Southern Kansas.
		33004	..	.....	Lawrence, Coffeyville, Kans.	.....do .....
		33005	..	.....	Cherryvale, Hunnewell, Kans.	.....do .....
Keene, N. H., and Springfield, Mass.	24.82	3056	1	.....	South Vernon Junction, Vt., Keene, N. H.	Connecticut River .....
Kenosha, Wis., and Rockford, Ill.	72.50	25011	6	.....	Kenosha, Wis., Rockford, Ill.	Chicago and Northwestern.
Kent and Cincinnati, Ohio.	253	21034	5	.....	Salamanca, Dayton, Ohio.	New York, Pennsylvania and Ohio.
		21042	..	.....	Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Keokuk and Albia, Iowa	117.87	28015	6	.....	Keokuk, Humeston, Iowa	Wabash, Saint Louis and Pacific.
		27060	..	.....	Centreville, Albia, Iowa	....do .....
Keokuk, Iowa, and Clayton, Ill.	43.02	23081	6	.....	Clayton, Ill., Keokuk, Iowa.	.....do .....
Keokuk, Iowa, and Saint Louis, Mo.	168.40	28018	7	.....	Mount Pleasant, Iowa, Saint Peters, Mo.	Saint Louis, Keokuk and Northwestern.
		28004	..	.....	Saint Louis, Kansas City, Mo.	Wabash, Saint Louis and Pacific.
La Crosse, Wis., and Dubuque, Iowa.	120.70	27012	6	.....	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and Saint Paul.
La Crosse, Wis., and Sioux Falls, Dak.	351.46	26023	6	.....	La Crosse, Wis., Flandreau, Dak.	....do .....
		35007	..	.....	Flandreau, Sioux Falls, Dak.	.....do .....
<i>La Fayette, Ind., and Quincy, Ill.</i>	271.44	21019	6	111.....	Toledo, Ohio, Quincy, Ill.	Wabash, Saint Louis and Pacific.
<i>La Fayette, Ind., and Saint Louis, Mo.</i>	232.37	21019	6	113, 110.	.....do .....	.....do .....
		23023	..	.....	Decatur, East Saint Louis, Ill.	.....do .....
La Junta, Colo., and Deming, N. Mex.	578.20	38006	7	111, 112.	La Junta, Colo., Deming, N. Mex.	Atchison, Topeka and Santa Fé.
Lake Station, Ind., and Joliet, Ill.	45.65	23022	6	.....	Joliet, Ill., Lake Station, Ind.	Michigan Central.....
Lancaster, N. H., and Boston, Mass.	209.36	3011	1	.....	Boston, Mass., Portland, Me.	Boston and Maine .....
		3063	..	.....	Lawrence, Mass., Manchester, N. H.	Manchester and Lawrence
		1001	..	.....	Concord, Nashua, N. H.	Concord .....
		1005	..	.....	Concord, N. H., Wells River, Vt.	Boston, Concord and Montreal.
		1006	..	.....	Groveton, N. H., Wells River, Vt.	.....do .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
176.06	118,212	6	1	26 6	7 7	2	1	1	Springfield and Fort Scott clerks act as helpers on this line between Kansas City and Fort Scott. Kansas City and Wellington clerks also run over this route between Kansas City, Mo., and Olathe, Kans., 20.47 miles. See Kansas City and Pueblo R. P. O.
			1	15 8	7 2				
66.20	896,542	7	7	49 1½	9 4	8	2	21	La Junta, Colo., and Deming, N. Mex., clerks also run over this line daily between Kansas City, Mo., and La Junta, Colo., 571.76 miles. 20.47 miles of route included in Kansas City and Joplin R. P. O. * One short stop.
568.35						5	1		
(1)	165,777	6	2	18 2	8 9	4	1	25	
24.86			1	22 2	9 1				
97.02									
112.97									
24.83	15,224	6	1	8 10	7	1	1	1	This clerk runs between West Northfield and Springfield, Mass., upon the same train as the White River Junction and Springfield clerk, as an assistant. Relieved once in six weeks. (See column of remarks Boston, Clinton and Fitchburg R. P. O.)
72.50	45,385	6	1	17 8	7 2	1	1	1	
197	158,878	6	3	17 10	6 10	4	1	4	
(2)									* Covered by Cleveland and Cincinnati R. P. O. 80 miles.
96	73,786	6	1	20	9 8	2	1	2	
27.87									
43.02	26,930	6	1	■	9 4	1	1	1	
126.20	105,418	6	2	20	9	3	1	3	
(4)									* 32.20 miles of route included in Saint Louis, Moberly and Kansas City R. P. O.
* 67.00	75,568	6	1	21 10	8 4	2	1	2	* Balance of distance (58.10 miles) covered by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
			1	21	8 4				
312.29	220,013	6	2	21	9 4	6	1	6	
39.17			1	20 9	9 4				
			1	■	9 4				
271.44	169,921	6	3	50	9 6	4	4	16	
(5)	169,630	7	2	■	9 6	4	3	12	* Distance (112.80 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O. * Distance (112.57 miles) covered by Chicago and Decatur, Ill., and Saint Louis, Mo., R. P. O.
(7)									
578.20	422,066	7	7	21	9 4	10	1	10	
45.65	28,576	6	1	7 1	6 3	1	1	1	
(8)	131,059	6	2	28	■	4	1	* 6	* Covered by Portland and Boston R. P. O. 27 miles. * Two short stops, one between Boston, Mass. and Concord, N. H., and one between Lancaster, N. H., and Wells River, Vt.
27.08			* 1	17	6 9				
(11)			* 1	16 8	6 10				* Reserve cars. * Covered by Saint Albans and Boston R. P. O. 18.25 miles.
24.01			* 1	17	6 8				
43.03									



TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distances in miles	Number of trains on monthly schedule of through mail.	Contract designation, termini of route.	Corporate title of company.
Lancaster, Pa., and Frederick, Md.	81	.....	Columbia, Pa., Frederick, Md.	Pennsylvania Railroad (Philadelphia and Frederick Division).
Lansing and Jonesville, Mich.	60	.....	Jonesville, Lansing, Mich.	Lake Shore and Michigan Southern.
Larabee and Clermont, Pa.	23	.....	Larabee, Clermont, Pa.	Buffalo, New York and Philadelphia Railroad (Clermont Branch).
Lawrenceville and Elkland, Pa.	13	.....	Lawrenceville, Elkland, Pa.	Syracuse, Geneva and Corning Railroad (Cowanessque Branch).
Leavenworth and Burlington, Kans.	102	.....	Lawrence, Leavenworth, Kans.	Kansas Division Union Pacific.
			Lawrence, Coffeyville, Kans.	Kansas City, Lawrence and Southern Kansas.
Leavenworth and Miltonvale, Kans.	167	.....	Ottawa, Burlington, Kans.	do
			Leavenworth, Miltonvale, Kans.	Union Pacific (Kansas Central Division).
Lebanon and Nashville, Tenn.	31	.....	Lebanon, Nashville, Tenn.	Nashville, Chattanooga and Saint Louis.
Lewisburg and Spring Mills, Pa.	43	.....	Lewisburg, Spring Mills, Pa.	Pennsylvania Railroad (Lewisburg and Tyrone Division).
Lexington and Louisville, Ky.	95	.....	Lexington, La Grange, Ky.	Louisville, Cincinnati and Lexington.
			Cincinnati, Ohio, Louisville, Ky.	do
Lexington and Kansas City, Mo.	43	.....	Kansas City, Lexington, Mo.	Kansas City and Eastern Division Missouri Pacific.
Lexington and Saint Joseph, Mo.	78	.....	Saint Joseph, North Lexington, Mo.	Wabash, Saint Louis and Pacific.
Lincolnton, N. C., and Chester, S. C.	72	.....	Lincolnton, N. C., Chester, S. C.	Chester and Lenoir Narrow-Gauge.
Litchfield and Bethel, Conn.	39.29	5019 1	Litchfield, Hawleyville, Conn.	Shepang
			Bethel, Hawleyville, Conn.	Danbury and Norwalk
Litchfield and Jacksonville, Ill.	55	23046 6	Jacksonville, Litchfield, Ill.	Jacksonville South Eastern.
Little Rock and Fort Smith, Ark.	169.29	29003 7	Argenta, Fort Smith, Ark.	Little Rock and Fort Smith.
Little Rock and Monticello, Ark.	181.15	29007 7	Little Rock, Arkansas City, Ark.	Little Rock, Mississippi River and Texas.
		29004 ..	Trippe, Monticello, Ark.	do
Little Rock and Texarkana, Ark.	.....	7 129, 126	.....	.....
Lock Haven and Erie, Pa.	228	8022 2	Sunbury, Erie, Pa.	Pennsylvania Railroad (Philadelphia and Erie Division).
Lock Haven and Harrisburgh, Pa.	118	8022 2	do	do
		10002	Baltimore, Md., Sunbury, Pa.	Northern Central
Lock Haven and Tyrone, Pa.	55	8038 2	Tyrone, Lock Haven, Pa.	Pennsylvania Railroad (Bald Eagle Branch).
Logan and Nelsonville, Ohio.	35	21084 5	Logan, New Straitsville, Ohio.	Columbus, Hocking Valley and Toledo.
		21077	New Straitsville, Nelsonville, Ohio.	do

## RAILWAY POST-OFFICES IN 1882.

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*in the United States on June 30, 1882—Continued.*

[illegible]

TABLE A<sup>1</sup>—Statement of railway post-offices in operation

Number of train on monthly schedule of through mails.				Contract designation, ter- mini of route.	Corporate title of company.
.....				Logan, Pomeroy, Ohio ...	Ohio and West Virginia..
.....				Logansport, Ind., Brad- ford, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
.....				Columbus, Ohio, Indian- apolis, Ind.	.....do .....
.....				Logansport, Rockville, Ind.	Terre Haute and Indian- apolis.
.....				Rockville, Terre Haute, Ind.	.....do .....
.....				State Line, Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis.
.....				State Line, Ind., Warsaw, Ill.	Wabash, Saint Louis and Pacific.
.....				Los Angeles, Santa Ana, Cal.	Southern Pacific.....
.....				Cincinnati, Ohio, Louis- ville, Ky.	Louisville and Nashville.
.....				Anchorage, Shelbyville, Ky.	.....do .....
.....				Shelbyville, Bloomfield, Ky.	.....do .....
.....				Louisville, Ky., Nash- ville, Tenn.	.....do .....
.....				Lebanon Junction, Liv- ingston, Ky.	.....do .....
58.....				Louisville, Ky., Nash- ville, Tenn.	.....do .....
.....				Louisville, Cecilian, Ky..	Chesapeake, Ohio and Southwestern.
.....				Elisabethtown, Paducah, Ky.	.....do .....
.....				Ayer, Lowell, Mass .....	Boston, Lowell and Con- cord.
.....				South Framingham, Low- ell, Mass.	Old Colony .....
.....				New Bedford, Fitchburg, Mass.	.....do .....
.....				Monroe, Ludington, Mich.	Flint and Pere Mar- quette.
.....				Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern.
.....				Lula, Athens, Ga .....	Northeastern Railroad of Georgia.
33, 36...				Lynchburg, Va., Bristol, Tenn.	Norfolk and Western....
Bristol, Tenn. Lyons, N. Y., and Sayre, Pa.	93	6072	2	Lyons, N. Y., Sayre, Pa..	Geneva, Ithaca and Sayre.
McLeansborough and Shawneetown, Ill.	41. 70	23978	6	McLeansborough, Shaw- neetown, Ill.	Louisville and Nashville.
Mackinaw City and Bay City, Mich.	184	24009	9	Jackson, Mackinaw City, Mich.	Michigan Central.....
Macon and Brunswick, Ga.	190. 68	15013	4	Macon, Brunswick, Ga...	East Tennessee, Virginia and Georgia.
Macon, Ga., and Good- water, Ala.	190. 48	15011	4	Macon, Columbus, Ga ..	Southwestern.....
		17007	..	Opelika, Ala., Columbus, Ga.	Columbus and Western..
		17016	..	Opelika, Goodwater, Ala	.....do .....
Macon, Ga., and Mont- gomery, Ala.	224. 72	15016	4	Macon, Ga., Eufaula, Ala.	Southwestern .....
		17003	..	Montgomery, Eufaula, Ala.	Montgomery and Eufaula.



TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Manchester and Peterborough, N. H.	62.99	1001 1009 1010	1	..... .. ..	Concord, Nashua, N. H... Concord, Claremont Junction, N. H. Contoocook, Peterborough, N. H.	Concord ..... Concord and Claremont.. .....do .....
Manchester and Tuckerton, N. J.	29	7032	2	.....	Whiting, Beach Haven, N. J.	Tuckerton .....
Manhattan and Burlingame, Kans.	57.31	33030	7	.....	Burlingame, Manhattan, Kans.	Manhattan, Alma and Burlingame.
Manistee and East Saginaw, Mich.	148.72	24045 24015	9	..... ..	Butler's Junction, Manistee, Mich. Monroe, Ludington, Mich.	Flint and Père Marquette .....do .....
Mankato and Elmore, Minn.	56.41	26025 26029	6	..... ..	Saint Paul, Saint James, Minn. Lake Crystal, Elmore, Minn.	Chicago, Saint Paul, Minnesota and Omaha. .....do .....
Mankato and Wells, Minn.	40.81	26024	6	.....	Mankato, Wells, Minn.	Chicago, Milwaukee and Saint Paul.
Maple River Junction and Mapleton, Iowa.	60.20	27038	6	.....	Maple River Junction, Mapleton, Iowa.	Chicago and Northwestern.
Maquoketa and Davenport, Iowa.	42.76	27018	6	.....	Davenport, Maquoketa, Iowa.	Chicago, Milwaukee and Saint Paul.
Marion and Running Water, Dak.	63.18	27049	6	.....	Pattersonville, Iowa, Running Water, Dak.	.....do .....
Marion and Coon Rapids, Iowa.	167.80	27072	6	.....	Marion, Coon Rapids, Iowa.	.....do .....
Marquette and L'Anse, Mich.	63.48	24040	6	.....	Marquette, L'Anse, Mich.	Marquette, Houghton and Ontonagon.
Marshalltown and Story City, Iowa.	39.55	27079	6	.....	Marshalltown, Story City, Iowa.	Central Iowa .....
Mason City and Ottumwa, Iowa.	172.66	27010	6	.....	Ottumwa, Mason City, Iowa.	.....do .....
Maysville and Paris, Ky., and Cincinnati, Ohio.	130.73	20015 20002	5	..... ..	Maysville, Paris, Ky..... Covington, Lexington, Ky	Kentucky Central ..... .....do .....
Mayville and Casselton, Dak.	36.13	35006	6	.....	Casselton, Mayville, Dak.	Northern Pacific.....
Meadville and Oil City, Pa.	36	8043	2	.....	Meadville, Oil City, Pa...	New York, Pennsylvania and Ohio (Franklin branch).
Memphis, Tenn., and Grenada, Miss.	102.34	18002	4	.....	Memphis, Tenn., Grenada, Miss.	Mississippi and Tennessee.
Memphis, Tenn., and Little Rock, Ark.	134.21	29001	7	35, 34...	Hopefield, Little Rock, Ark.	Memphis and Little Rock.
Menasha and Milwaukee, Wis.	103.47	25016 25040	6	151..... ..	Milwaukee, Green Bay, Wis. Hilbert, Appleton, Wis..	Wisconsin Central..... .....do .....
Mendota, Ill., and Clinton, Iowa.	65.59	23013	6	.....	Mendota, Ill., Clinton, Iowa.	Chicago, Burlington and Quincy.
Meridian, Miss., and Mobile, Ala.	135	18004 (Pt.)	4	.....	Meridian, Miss., Mobile, Ala.	Mobile and Ohio.....
Meridian and Vicksburgh, Miss.	140.54	18003	4	33, 36...	Meridian, Vicksburgh, Miss.	Vicksburgh and Meridian
Merrill and Tomah, Wis.	109.42	25031	6	.....	Tomah, Merrill, Wis.....	Chicago, Milwaukee and Saint Paul.
Mexico and Jefferson City, Mo.	50.41	28021	7	.....	Mexico, Cedar City, Mo..	Chicago and Alton.....
Michigan City and Delphi, Ind.	88	22038 22008	5	..... ..	Michigan City, Ind., Louisville, Ky. Chicago, Ill., Delphi, Ind	Louisville, New Albany and Chicago. .....do .....
Middletown and New York, N. Y.	88	7037	2	.....	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1) (2) 32.76	39,431	6	1 1	7 6 8	6 2 6 2	1	1	1	<sup>1</sup> Covered by Saint Albans and Boston R. P. O. 18.26 miles. <sup>2</sup> Covered by Concord and Claremont R. P. O. 11.97 miles. <sup>3</sup> Reserve car. This clerk is relieved once in six weeks. See column of remarks Pittsfield and Lawrence R. P. O.
29	36,308	12	1	7 6	6 6	1	1	1	
57.31	35,876	6	1	6 6	6 6	1	1	1	
27.02	93,098	6	1	12	9	1	1	1	
(4) (5)	35,312	6	1	12 9 8	8 10 7	2 1	1	2 1	<sup>4</sup> 121.70 miles of route (East Saginaw to Manistee Junction, n. o.), included in Ludington and Toledo R. P. O. <sup>5</sup> Distance (12.00 miles,) covered by Saint Paul, Minn., and Sioux City, Iowa, R. P. O.
43.51									
40.81	25,547	6	1	13 6	7 2	1	1	1	
60.20	37,685	6	1	12 2	7 5	1	1	1	
42.76	26,767	6	1	15 6	6 9	1	1	1	
63.18	39,550	6	1	10 6	6 10	1	1	1	
167.80	105,042	6	1	13 2	7 8	3	1	3	
63.48	39,738	6	1	11 10 6 8	6 10 6 6	1	1	1	
39.55	24,758	6		8	7	1	1	1	
172.66	108,085	6	3	22 6	9 6	3	1	3	<sup>6</sup> One car in reserve.
50.73 (7)	81,836	6	1	10	7 4	2	1	2	<sup>7</sup> Covered by Cincinnati and Lexington R. P. O. 80 miles.
36.13	22,617	6	1	17 11	8 10	1	1	1	
36.63	22,536	6	1	18	8 11	1	1	1	
102.34	74,708	7	1 2	13 12 6	6 8 6 7½	2	1	2	Closed mails in charge of conductor from Memphis, Tenn., to Grenada, Miss., 7 round trips per week.
134.21	97,973	7	2 1 1	22 8 17 2 11 9	8 9 7 2 6 9	3	1	3	<sup>8</sup> Reserve cars.
87.21	64,772	6	1	16	7 3	2	1	2	
16.26 65.50	41,059	6	1 1	21 8 8	9 3 6 10	1	1	1	<sup>9</sup> Reserve.
<sup>10</sup> 135	98,550	7	(11)	.....	.....	3	1	3	<sup>10</sup> Distance taken from railroad time-table. <sup>11</sup> Cars on route Cairo, Ill., to Corinth, Miss., run through to Mobile, Ala., with Corinth and Meridian and Meridian and Mobile R. P. O's.
140.54	102,594	7	1 2	11 5 11 9	9 3 9	3	1	3	
109.42	68,496	6	1	16 9	7 5	2	1	2	
50.41	31,556	6	1	19 6	9	1	1	1	
60	30,133	6	1	13	9	2	1	2	Previous to May 1, 1882, this R. P. O. ran between Rensselaer and Delphi, Ind.
28 88	55,088	6	1 1	13 12	6 8 6 6	1 1	1	2	40.01 miles, 260 days; 88 miles, 53 days. <sup>12</sup> Reserve cars. <sup>13</sup> 1 clerk relieves Port Jervis and New York clerk.

TABLE A<sub>1</sub>—Statement of railway post-offices in operation

Number of train on monthly schedule of through mails.				Contract designation, termini of route.	Corporate title of company.
.....				Hastings, Minn., Aberdeen, Dak.	Chicago, Milwaukee and Saint Paul.
.....				Newburgh, Millerton, N. Y.	Newburgh, Dutchess and Connecticut.
.....				Poughkeepsie, State Line, N. Y.	Poughkeepsie, Hartford and Boston.
.....				Milton, Stockton, Cal ...	Stockton and Copperopolis.
.....				Milton Junction, Shullsburg, Wis.	Chicago, Milwaukee and Saint Paul.
.....				Warren, Ill., Mineral Point, Wis.	do .....
151, 152.				Chicago, Ill., Milwaukee, Wis.	Chicago and Northwestern.
.....				Milwaukee, Montfort, Wis.	do .....
.....				Milwaukee, Wis., North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.
.....				White Bear Lake, Minn., Angus, Iowa.	Minneapolis and Saint Louis.
150, 152				Minneapolis, Minn., La Crosse, Wis.	Chicago, Milwaukee and Saint Paul.
151, 153.				Minneapolis, Benton, Minn.	Chicago, Milwaukee and Saint Paul.
.....				Hastings, Minn., Aberdeen, Dak.	do .....
.....				Minneapolis, Winthrop, Minn.	Minneapolis and Saint Louis.
.....				Waterloo, Mona, Iowa ...	Illinois Central.....
.....				Jamesburg, Sea Girt, N. J.	Pennsylvania Railroad (Amboy Division).
.....				Monroe, Adrian, Mich ...	Lake Shore and Michigan Southern.
Money and New York, N. Y.	39	6002	2	Tallmans, Piermont, N. Y.	New York, Lake Erie and Western (Piermont Branch).
		7017	..	Jersey City, N. J., Nyack, N. Y.	Northern Railroad of New Jersey.
Montgomery, Ala., and New Orleans, La.	321. 37	17012	4	Mobile, Montgomery, Ala.	Mobile and Montgomery.
		17013	17, 19...	Mobile, Ala., New Orleans, La.	New Orleans, Mobile, and Texas.
Montgomery and Selma, Ala.	50. 59	17002	4	Montgomery, Selma, Ala.	Selma Division of Western Railroad of Alabama.
Montrose and Tunkhannock, Pa.	28	8078	2	Tunkhannock, Montrose, Pa.	Montrose .....
Morristown, Tenn., and Warm Springs, N. C.	50. 33	19009	5	Morristown, Tenn., Warm Springs, N. C.	East Tennessee, Virginia and Georgia.
Mount Carmel and Sunbury, Pa.	36	8023	2	Sunbury, Mount Carmel, Pa.	Northern Central (Shamokin Division),
Mount Pleasant and Keokuk, Iowa.	48. 10	26018	6	Mount Pleasant, Iowa, Saint Peters, Mo.	Saint Louis, Keokuk and Northwestern.
Muncie, Ind., and Bloomington, Ill.	.....	.....	.....	.....	.....
Muscataine and Montesuma, Iowa.	128. 95	27004	6	Muscataine, What Cheer, Iowa.	Burlington, Cedar Rapids and Northern.
		27048	.....	Elmira Junction, Riverside, Iowa.	do .....
		27065	..	Thorburgh, Montesuma, Iowa.	do .....
Muskegon and Allegan Mich.	60. 49	24028	9	Allegan, Holland, Mich ..	Chicago and West Michigan.
		24021	..	New Buffalo, Pentwater, Mich.	do .....

in the United States on June 30, 1892.—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.							
97.04	61,810	6	1	18	9 4	9	1	2		
56.50	35,682	6	1 <sup>1</sup>	8	6 4	1	1	1	<sup>1</sup> 1 reserve car.	
44.08	25,600	6	1	9 8	6 10	1	1	1		
20	18,780	6	1 <sup>1</sup>	7 2	6 10				<sup>1</sup> 1 reserve car.	
64.71	56,758	6	1	10	8 9	1	1	1		
25.96										
85.37	106,893	12	2 <sup>3</sup>	25 5	8 7	4	1	4	<sup>5</sup> Whole cars; one car in reserve.	
148.31	91,500	6	1	19	7 2	3	1	3		
197.14	132,409	6	1	10	7					
109.23	67,751	6	9	20	9 4	3	1	4 <sup>5</sup>	<sup>4</sup> One short stop between Milwaukee and Brookfield Station, Wis.	
142.53	106,121	18	1	20 4	9 5	2	1	3	<sup>5</sup> Reserve.	
33.86	121,606	6	1 <sup>1</sup>	22 3	9 4				<sup>6</sup> Day line.	
169.40			( <sup>7</sup> )	49 4	9 4	8	1	8	<sup>7</sup> Night line cars run through between Chicago, Ill., and Minneapolis, Minn., covering Chicago, Ill., and La Crosse, Wis., R. P. O. day line.	
71.10	44,548	6	1	20 9	9 3	4	1	4		
79.79	49,892	6	1	20 4	8 5					
22.05	20,032	6	1	7 7	7	1	1	1		
34.32	21,797	6	1	16 9	8 11	3	1	2		
15	34,414	6	1	16 4	8 10					
23.71			1	8	6 6	1	1	1		
179.67	468,290	12	1	12	9	1	1	1		
141.70			1	9	7	1	1	1		
50.59	36,980	7	1	5	7				<sup>8</sup> Reserve car.	
33.05	17,528	6	1	49 1	9 1	3	1	8		
50.32	25,870	6	1	18 11	8 3	1	1	1		
36.26	32,552	12	1	4 9	6 5	1	1	1		
48.10	30,110	6	1	6	6 1				<sup>9</sup> June 12, 1892, increase distance 10.32 miles.	
			1	10 10	7 10	1	1	1		
			1	12	5 8	1	1	1		
			1	9	6 7				<sup>10</sup> One reserve car.	
			1	10 10	5 6					
			1	20	8	1	1	1		
									See Sandusky and Bloomington R. P. O.	
178.00	79,470	6	1	21	9 4	2	1	2	<sup>11</sup> Postal clerks cover the distance from Riverside, to Iowa City, Iowa (14.86 miles), and from Thornburgh to What Cheer, Iowa (4.70 miles), four times daily, except Sunday, running from Riverside to Iowa City, Iowa, and return, and from Thornburgh to What Cheer and return on trips east and west.	
14.33									<sup>12</sup> 55.60 miles of route (Holland to Muskegon), included in Pentwater and Muskegon R. P. O.	
24.80	37,606	6	1	12 6	9 3	1	1	1		



TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of routes.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Nashua, N. H., and Worcester, Mass.	46.93	1	.....	.....	Worcester, Mass., Nashua, N. H.	Worcester and Nashua ..
Nashville and Chattanooga, Tenn.	151	5	.....	.....	Nashville, Chattanooga, Tenn.	Nashville, Chattanooga and Saint Louis.
Nashville and Hickman, Tenn.	170.54	5	.....	.....	Nashville, Hickman, Tenn.	.....do .....
Newark and Shawnee, Ohio.	43.66	5	.....	.....	Newark, Shawnee, Ohio..	Baltimore and Ohio .....
New Berlin and Sidney Plains, N. Y.	24	2	.....	.....	New Berlin, Sidney Point, N. Y.	New York, Ontario and Western (New Berlin Branch)
New Castle and North Vernon, Ind.	70.24	5	.....	.....	New Castle, Rushville, Ind.	Fort Wayne, Cincinnati and Saint Louis.
			.....	.....	Rushville, North Vernon, Ind.	Vernon, Greensand Rush.
New Hartford and Farmington, Conn.	14.30	5021	1	.....	Farmington, New Hartford, Conn.	New Haven and Northampton.
New Haven, Conn., and New York, N. Y.	72.23	5005	1	.....	New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford.
New London and New Haven, Conn.	51.71	5004	1	.....	New Haven, New London, Conn.	.....do .....
New Orleans and Alexandria, La.	228	30003	4	.....	New Orleans, Cheneyville, La.	Morgan's Louisiana and Texas Railroad and Steamship Company.
			.....	.....	Cheneyville, Alexandria, La.	Texas and Pacific.....
New Orleans, La., and Houston, Tex.	363	4	17, 18..	.....	New Orleans, Vermillionville, La.	Morgan's Louisiana and Texas Railroad and Steamship Company.
			.....	.....	Vermillionville, La., Orange, Tex.	Louisiana Western .....
			.....	.....	Orange, Houston, Tex...	Texas and New Orleans..
New Orleans and Port Allen, La.	96	4	.....	.....	New Orleans, Port Allen, La.	New Orleans and Pacific.
Newport, Vt., and Springfield, Mass.	232.91	1	.....	.....	Springfield, Mass., South Vernon, Vt.	Connecticut River .....
			.....	.....	Miller's Falls, Mass., Brattleborough, Vt.	Central Vermont .....
			.....	.....	Brattleborough, Bellows Falls, Vt.	Vermont Valley .....
			.....	.....	Bellows Falls, Windsor, Vt.	Sullivan .....
			.....	.....	Windsor, Essex Junction, Vt.	Central Vermont .....
			.....	.....	White River Junction, Derby Line, Vt.	Connecticut and Passumpsic.
Newton and Arkansas City, Kansas.	117.01	7	.....	.....	Newton, Arkansas City, Kans.	Atchison, Topeka and Santa Fé.
			.....	.....	Mulvane, Caldwell, Kans.	.....do .....
Newton and Caldwell, Kans.	.....	7	.....	.....	.....	.....
New York, N. Y., and Chicago, Ill.	962.28	4011	9	25, 26..	New York, Buffalo, N. Y.	New York Central and Hudson River.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Days of week.	Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.	
(1)	29, 878	6	1	15 3	8 10	1	1	1	Covered by Portland and Worcester R. P. O. 46.93 miles. This clerk is relieved once in six weeks. See column of remarks, Boston, Clinton and Fitchburg R. P. O.
151	110, 230	7	2	20	9	4	1	4	
176. 56	124, 508	7	3	12 6	8 8	3	1	3	
43. 09	27, 349	6	2	8 11	8	1	1	1	
24. 84	15, 650	6	1	14 6	6 2	1	1	1	January 1, 1882, increase distance 19.93 miles. No car. March 22, 1882, increase distance 45.50 miles.
24. 84	15, 531	6	(2)	.....	.....	1	1	1	
45. 56	(2)	.....	.....	.....	.....	.....	.....	.....	
14. 30	17, 903	12	1	10	8	1	1	1	
(2)	45, 841	6	1	15 6	6 6	1	1	1	Covered by Boston, Providence and New York R. P. O., 73.23 miles. This clerk is relieved once in 4 weeks. See column of remarks, Boston and Willimantic R. P. O. Covered by Boston, Providence and New York R. P. O., 51.71 miles. This clerk is relieved once in 4 weeks. See column of remarks, Willimantic and New Haven R. P. O. Distance taken from railroad time-table.
(2)	64, 470	12	1	13 8	6	2	1	2	
			1	13 10	6 7				
262. 61	106, 440	7	4	16	9 1	4	1	4	
25. 39									Distance taken from railroad time-table. One hundred and forty-two and sixty-one hundredths (142.61) miles, covered by New Orleans and Alexandria R. P. O.
(2)	209, 435	7	2	22 7	9 1	4	1	4	
112. 15	.....	.....	2	14	9				
108. 24	61, 348	6	1	17	9 2	2	1	2	
52. 94	145, 851	6	2	20 9	6 7	4	2	8	Distance taken from railroad time-table. One of these cars is held as a reserve car. Covered by Brattleborough and Palmer R. P. O., 10.28 miles. Reserve car.
(11)	.....	.....	1	20 10	6 11	.....	.....	.....	
24. 02	.....	.....	1	21 10	6 5	.....	.....	.....	
26. 32									
14. 13									These clerks run in same car between Newton and Mulvane, when they separate, one running to Arkansas City, the other to Caldwell. See Newton and Arkansas City R. P. O. Three daily lines, New York, N. Y., to Chicago, Ill., divided into three divisions, viz, New York to Syracuse, N. Y., 239.50 miles, Syracuse, N. Y., to Cleveland Ohio, 385.50 miles, and Cleveland, Ohio, to Chicago, Ill., 357.28 miles. Four crews to each train on each division, with an average of 544 men to each crew, and 15 short stops on each division, 11 on middle division, and 2 on west division. All trains west run over route 21007, Elyria to Millbury; two trains run west over route 21045, Toledo to Elkhart; east, two trains run over route 21045, Elkhart to Toledo; one train east runs over route 21047, Millbury to Toledo. 4 cars held in reserve.
76. 84	71, 260	6	2	13 3	9 4	2	1	2	
23. 16									
443	2, 038, 687	20	20	60	9	84	.....	250	

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedules of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>New York, N. Y., and Chicago, Ill.—Cont'd.</i>	982.28	6052	...	101, 97.	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.
		21007	...	94, 98.	Elyria, Millbury, Ohio	.....do .....
		21045	...	100.	Toledo, Ohio, Elkhart, Ind.	.....do .....
New York, N. Y., Dover, N. J., and Easton, Pa.	85	7013	2	.....	Hoboken, N. J., Easton, Pa.	Delaware, Lackawanna and Western (Morris and Essex Division).
<i>New York and Dunkirk, N. Y.</i>	4.59	6001	2	81, 83, 80, 82	New York, Dunkirk, N. Y.	New York, Lake Erie and Western.
New York, N. Y., and Philadelphia, Pa.	90	7004	2	.....	New York, N. Y., West Philadelphia, Pa.	Pennsylvania Railroad (New York Division).
<i>New York, N. Y., and Pittsburgh, Pa.</i>	444	7004	2	65, 73.	New York, N. Y., Philadelphia, Pa.	.....do .....
		8001	...	66, 72.	Philadelphia, Pittsburgh, Pa.	.....do .....
				70.	.....	.....
New York, N. Y., Somerville, N. J., and Easton, Pa.	74	7001	2	.....	New York, N. Y., Easton, Pa.	Central Railroad of New Jersey.
New York, N. Y., and Squam, N. J.	64	7003	2	.....	Elizabeth, Point Pleasant, N. J.	Central Railroad of New Jersey (L. B. Division).
		7001	...	.....	New York, N. Y., Easton, Pa.	Central Railroad of New Jersey.
<i>New York, N. Y., and Washington, D. C.</i>	232	7004	2	1, 3, 9.	New York, N. Y., West Philadelphia, Pa.	Pennsylvania .....
		10001	...	2, 4, 6.	Baltimore, Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.
		10013	...	.....	Bay View, Md., Washington, D. C.	Baltimore and Potomac.
Nineveh, N. Y., and Carbondale, Pa.	60	8064	2	.....	Carbondale, Susquehanna, Pa.	New York, Lake Erie and Western.
		6031	...	.....	Nineveh Junction, N. Y., Jefferson Junction, Pa.	Delaware and Hudson Canal Company.
Norfolk and Columbus, Nebr.	50.67	34012	6	.....	Columbus, Norfolk, Nebr.	Omaha, Niobrara and Black Hills.
Norfolk, Va., and Edenton, N. C.	74	11026	3	.....	Norfolk, Va., Edenton, N. C.	Elizabeth City and Norfolk.
Norfolk and Lynchburg, Va.	204	11011	3	.....	Petersburgh, Norfolk, Va.	Norfolk and Western....
		11012	3	.....	Petersburgh, Lynchburg, Va.	.....do .....
Norfolk, Va., and Raleigh, N. C.	177	11015	3	.....	Portsmouth, Va., Weldon, N. C.	Seaboard and Roanoke...
		13001	3	.....	Raleigh, Weldon, N. C.	Raleigh and Gaston.....
North Adams and Pittsfield, Mass.	21.18	3029	1	.....	Pittsfield, North Adams, Mass.	Boston and Albany.....
North Anson and Lewiston, Me.	25.77	18	1	.....	West Waterville, North Anson, Me.	Somerset .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office			Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
546.28			16	50	9				<sup>12</sup> held in reserve.
74.98			4	49	5	9			
122.60			<sup>21</sup>	45	10	9			<sup>2</sup> Held in reserve.
			<sup>21</sup>	41	4	9			
84.34	92,022	16	<sup>22</sup>	12	8	8 10	2	1 2	<sup>21</sup> reserve car.
			1	12	8	8 11	41	1 1	<sup>4</sup> New York and Hackettstown, N. J., R. P. O.
			1	11	5	8 10			
459	542,276	11½	5	49	5	9 6	24	2 28	<sup>2</sup> Day line, New York and Hornellsville.
			<sup>12</sup>	50	9	9	24	3	<sup>2</sup> Short stop between Susquehanna and Hornellsville; short stop between Hornellsville and Salamanca.
							28	2	<sup>21</sup> reserve car.
									<sup>2</sup> Night line, New York and Hornellsville.
1090	(11)	12	<sup>11</sup>	12	8	8 6	102	1 2	<sup>2</sup> Hornellsville and Dunkirk Line.
		12	1	15	3	8 7½			<sup>21</sup> reserve car.
	112,686		1	15		8 4			<sup>11</sup> Route covered by New York and Washington R. P. O.
									<sup>12</sup> These clerks actually belong to the New York and Pittsburgh R. P. O., but service stated separately for convenient reference.
(12)	384,418	17½	<sup>14</sup>	60	8 7½	105	7	102	<sup>100</sup> miles covered by New York and Washington R. P. O.
352.80			<sup>12</sup>	10	8 7½	101	6		<sup>14</sup> Cars furnished by Pennsylvania Railroad only stated.
						6	7		<sup>12</sup> Storage cars.
									<sup>12</sup> Run between New York and Harrisburgh daily.
									<sup>14</sup> 4 short stops between New York and Harrisburgh; 2 register clerks between New York and Pittsburgh, and 1 clerk between Altoona and Philadelphia.
74	92,648	12	2	13	7	3	1	3	
52.75	80,128	12	<sup>21</sup>	12	6	7	2	2 4	<sup>10.25</sup> miles covered by New York, Somerville and Eastern R. P. O.
(10)			2	14	7				<sup>21</sup> reserve car.
90	465,856	19½	4	60	8 7½	104	2	140	<sup>2</sup> Day line. <sup>21</sup> Night line. <sup>22</sup> Fast mail.
96			2	58	7	8 7½	104	4	<sup>2</sup> 2 short stops. New York and Havre de Grace and return, on day line. They run alternately 7 days.
46			1	50	11	8 7½	104	3	<sup>22</sup> 2 short stops. New York to Philadelphia daily, except Sundays on fast mail.
38.25	37,560	6	1	6	9	6 2	1	1 1	
21			1	9	6	6			
50.67	31,719	6	1	12	9	1	1	1 1	
74	46,324	6	2	12	7	2	1	2	
81									
122	148,920	7	4	20	10	4	1	4	
80			2	11	6	9			
97	110,802	8	2	10	6	9	3	1 3	
21.18	28,517	12	1	9	8	6 3	1	1 1	
25.77	16,132	6	1	12	6	6 4	1	1 2	<sup>21</sup> relief clerk; also relieves Portland and Gorham and Bath and Lewiston clerks. This clerk runs from West Waterville to Lewiston, Me., on the same train as Skowhegan and Portland clerk, as an assistant.

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
North Conway and Portsmouth, N. H.	81.59	1014	1	.....	Conway Junction (n. o.), North Conway, N. H.	Eastern.....
		3001	...	...	Boston, Mass., Portland, Me.	.....do .....
North Creek and Saratoga, N. Y.	58	6095	2	.....	Saratoga Springs, North Creek, N. Y.	Adirondack.....
Northville and Fonda, N. Y.	27	6081	2	.....	Fonda, Northville, N. Y. ..	Fonda, Johnstown and Gloversville.
Norwich and Middletown, N. Y.	150	6048	2	.....	Oswego, Middletown, N. Y.	New York, Ontario and Western.
Oakland City, Ind., and Mount Vernon, Ill.	89.44	22023	5	.....	Oakland City, Ind., Mt. Vernon, Ill.	Louisville, Evansville, and Saint Louis.
Ocean City and Salisbury, Md.	31	10009	2	.....	Salisbury, Ocean City, Md.	Wicomico and Pocomoke.
Ogden and Salt Lake, Utah.	36.50	41001	8	134, 147.	Ogden, Frisco.....	Utah Central .....
Ogden and San Francisco, Cal.	833.35	46001	8	147, 134.	Ogden, San Francisco....	Central Pacific.....
Ogdensburgh and Rome, N. Y.	142	6036	2	.....	Rome, Ogdensburgh, N. Y.	Rome, Watertown, and Ogdensburgh.
Ogdensburgh and Utica, N. Y.	153	6087	2	.....	Utica, Watertown, N. Y. ..	Utica and Black River...
		6088	...	...	Carthage, Ogdensburgh, N. Y.	.....do .....
Oil City, Pa., and Ashtabula, Ohio.	87.56	8045	9	.....	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern.
Oil City and Pittsburgh, Pa.	132	8041	2	.....	Pittsburgh, Oil City, Pa. ..	Allegheny Valley.....
Omaha, Nebr., and Denver, Colo.	571.05	34001	6	149, 136.	Council Bluffs, Iowa, Ogden City, Utah.	Union Pacific .....
		38017	...	...	Julesburgh, La Salle Station, Colo.	.....do .....
		38007	...	...	Denver, Colo., Cheyenne, Wyo.	.....do .....
Omaha and Hastings, Nebr.	164.96	34004	6	.....	Omaha, Oreopolis Junction,, Nebr.	Burlington and Missouri River in Nebraska.
		34002	...	...	Plattsmouth, Kearney, Nebr.	.....do .....
Omaha, Nebr., and Ogden, Utah.	1035.20	34001	6	147, 134.	Council Bluffs, Iowa, Ogden City, Utah.	Union Pacific .....
Oshkosh and Milwaukee, Wis.	105.04	25008	6	.....	Oshkosh, Ripon, Wis ....	Chicago, Milwaukee and Saint Paul.
		25003	...	...	Milwaukee, Berlin, Wis ..	.....do .....
Oswego and Norwich, N. Y.	100	6048	2	.....	Oswego, Middletown, N. Y	New York, Ontario and Western.
Oswego and Syracuse, N. Y.	35	6064	2	.....	Syracuse, Oswego, N. Y. ..	Delaware, Lackawanna and Western Railroad (Oswego and Syracuse Division).
Ottumwa, Iowa, and Moberly, Mo.	130.81	28007	7	.....	Moberly, Mo., Ottumwa, Iowa.	Wabash, Saint Louis and Pacific.
Owensborough and Bevier, Ky.	39	20014	5	.....	Owensborough, Bevier, Ky.	Owensborough and Nashville.
Paducah and Dyersburgh, Ky.	91.34	20009	5	.....	Paducah, Dyersburgh, Ky.	Chesapeake, Ohio and Southwestern.
Painesville and Youngstown, Ohio.	61.69	21046	5	.....	Painesville, Youngstown, Ohio.	Painesville and Youngstown.
Palestine and Laredo, Tex.	419	31007	7	127.....	Palestine, Laredo, Tex ..	International and Great Northern.
Palestine and San Antonio, Tex.	.....	.....	7	.....	.....	.....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	D									
71.09	51,075	6	1	19	7	8	11	3	1	3	<sup>1</sup> Covered by Bangor and Boston R. P. O., 10.50 miles.		
( <sup>1</sup> )	.....	.....	1	19	6	8	8				<sup>2</sup> Reserve car. Part of a car. These cars are also used by the Bangor and Boston R. P. O. short run. (See column of remarks of that R. P. O.)		
57.96	36,308	6	1	13	5	5	7	1	1	1			
26.92	33,804	13	1	8		6		1	1	1			
			<sup>3</sup> 1	9	7	7					<sup>3</sup> 1 reserve car.		
149.70	93,900	6	3	13	9	8	7						
			<sup>4</sup> 3	12	6	7	11	3	1	3			
89.44	31,795	9	1	10	9	7	6				<sup>4</sup> 2 reserve cars.		
			<sup>5</sup> 1	13	10	7	8	3	1	2	<sup>5</sup> 1 reserve car.		
31.63	19,466	6	1	9	1	8	7	1	1	1	<sup>6</sup> April 24, 1882, increase distance 47.44 miles.		
26.50	53,290	13	2	14	3	8	8	1	1	1			
833.35	673,891	7	7	55	13	9	54	10	3	32	<sup>7</sup> Short run, Sacramento, Benicia, and San Francisco, 89.79 miles.		
142	88,892	11	1	17		9		<sup>8</sup> 2	1	3			
			<sup>9</sup> 1	24	6	7	2	3	1	3	<sup>9</sup> One reserve car.		
92.22	95,778	10	2	22	10	6	9						
61.25	.....	.....	<sup>10</sup> 1	18		7		8	1	3	<sup>10</sup> One reserve car.		
87.56	54,812	6	1	18		8	6	2	1	2			
132.60	82,832	11	1	18		8	4	2	1	<sup>11</sup> 3	<sup>11</sup> One short stop between Pittsburgh and Riemerton.		
( <sup>11</sup> )	416,866	7	6	15		8	4				<sup>12</sup> Distance (373.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.		
150.80				50	9	9	3	6	2	12	<sup>13</sup> Distance (48.85 miles) covered by Cheyenne, Wyo., Brighton and Denver, Colo., Railroad.		
( <sup>12</sup> )													
17.78	163,264	8	<sup>12</sup> 3	45		9	2	3	2	6	<sup>13</sup> One car in reserve.		
147.20													
1,035.20	755,696	7	9	60		9		<sup>14</sup> 4	3	11	<sup>14</sup> Between Omaha and Kearney, Nebr.		
20.95	65,755	6	1			9	4	<sup>15</sup> 13	1	2	<sup>15</sup> Between Omaha, Nebr., and Ogden, Utah.		
84.09	.....	.....	<sup>16</sup> 1	12	1	7	3				<sup>16</sup> Reserve.		
100.50	62,600	6	( <sup>17</sup> )	.....	.....	.....	.....	2	1	2	<sup>17</sup> Same cars as are used on the Norwich and Middletown R. P. O.		
35.50	21,916	4	1	15	7	7	6	1	1	1			
130.81	26,491	7	1	21	7½	9	4	2	1	2			
39	22,422	11	1	13		7		1	1	1	April 17, 1882, increase distance 4 miles.		
91.34	54,513	8	1	10		8	9	2	1	2	<sup>18</sup> January 10, 1882, increase distance 16.87 miles.		
61.60	38,617	6	1	12		6		1	1	1			
419	305,870	7	4	22	3	9		7	1	7			
			1	18		8	11½						
			1	23	9	9							
			1	7	8	6	10						
			<sup>19</sup> 2	7	8	6	10				<sup>19</sup> Reserve cars.		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	See Palestine and Laredo, R. P. O.		

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of routes.	Division.	Number of trains on monthly schedule of through mail.	Contract designation, terminal of route.	Corporate title of company.
Palmer, Mass., and New London, Conn.	65.47	5009	1	.....	New London, Conn., Palmer, Mass.	New London Northern..
Penn Haven and Mount Carmel, Pa.	48	8011	2	..	Penn Haven Junction, Mount Carmel, Pa.	Lehigh Valley Railroad (Mahanoy Division).
Pontwater and Muskegon, Mich.	60		9	.....	New Buffalo, Pontwater, Mich.	Chicago and West Michigan.
Peoria, Ill., and Evansville, Ind.	250.6		6	.....	Peoria, Ill., Evansville, Ind.	Peoria, Decatur and Evansville.
Peoria and Galesburgh, Ill.	54.8		6	.....	Peoria, Galesburgh, Ill...	Chicago, Burlington and Quincy.
Peoria and Jacksonville, Ill.	84.24		6	.....	Peoria, Jacksonville, Ill..	Wabash, Saint Louis and Pacific.
Peterborough, N. H., and Worcester, Mass.	54.54		1	.....	Winchendon, Mass., Peterborough, N. H.	Cheshire.....
				.....	Worcester, Winchendon, Mass.	Boston, Barre and Gardner.
Petoskey and Grand Rapids, Mich.	190		9	.....	Fort Wayne, Ind., Walton, Mich.	Grand Rapids and Indiana.
				.....	Walton, Petoskey, Mich.	.....do.....
Phalanx Station and Alliance, Ohio.	25.17		5	.....	Phalanx Station, Alliance, Ohio.	Alliance and Lake Erie..
Philadelphia, Pa., and Atlantic City, N. J.	60		2	.....	Philadelphia, Pa., Atlantic City, N. J.	Camden and Atlantic....
Philadelphia, Pa., and Baltimore, Md.	96		2	1	Baltimore, Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.
Philadelphia, Pa., and Bridgeton, N. J.	39		2	.....	Glassborough, Bridgeton, N. J.	West Jersey.....
				.....	Camden, Cape May, N. J.	.....do.....
Philadelphia, Pa., and Cape May, N. J.	82		2	.....	.....do.....	.....do.....
Philadelphia, Pa., and Crisfield, Md.	161		2	.....	Wilmington, Delmar, Del.	Philadelphia, Wilmington and Baltimore Railroad (Delaware Division).
				.....	Delmar, Del., Crisfield, Md.	Eastern Shore.....
				.....	Baltimore, Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.
Philadelphia and Harrisburgh, Pa.	105		2	65	Philadelphia, Pittsburgh, Pa.	Pennsylvania.....
Philadelphia, Pa., and Port Deposit, Md.	68		2	.....	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore Railroad (Central Division).
				.....	Philadelphia, West Chester, Pa.	.....do.....
Philadelphia and West Chester, Pa.	27		2	.....	.....do.....	.....do.....
		8008		.....	Chester, Pa., Port Deposit, Md.	.....do.....
Pierce City, Mo., and Fayetteville, Ark.	75.89	28039	7	.....	Pierce City, Mo., Winlow, Ark.	Saint Louis and San Francisco.
Pierce City, Mo., and Vinita, Ind. Ter	73.50	28003	7	.....	Saint Louis, Mo., Vinita, Ind. Ter.	.....do.....
Pittsburgh, Pa., and Bellairs, Ohio.	94.68	21003	5	.....	Pittsburgh, Pa., Bellairs, Ohio.	Pennsylvania.....
Pittsburgh, Pa., and Chicago, Ill.	468.20	21002	5	69, 73, 68	Pittsburgh, Pa., Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
65. 47	40, 984	6	1 <sup>1</sup>	10 8 10 5	6 6 6 5	1	1	1	<sup>1</sup> Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks Boston, and Willimantic R. P. O.)
46	28, 796	6	1	10 6 12	6 5 8	1	1	1	One clerk alternates on Big Rapids and Muskegon route.
168. 70	37, 560	6	1	9 10	6 8	2	1	2	
250. 53	156, 831	6	3	19 8	9 2	4	1	4	
54. 85	34, 336	6	1	19 4	8 11½	1	1	1	
84. 24	52, 734	6	1	13 6	9 5½	2	1	2	
16. 62	34, 142	6	1	9	6 3	1	1	1	<sup>2</sup> 118.19 miles of route (Grand Rapids to Walton, Mich.) included in Kalamazoo and Cincinnati R. P. O., 5th division.
37. 92	.....	.....	1	8	6 6				
( <sup>2</sup> )	118, 940	6	2	16 9	9	4	1	4	
71. 81									
25. 17	15, 756	6	1	9 4	5 4	1	1	1	
60	37, 560	6	1	19	6 8	1	1	1	<sup>3</sup> 1 reserve car.
96	60, 096	6	<sup>2</sup> 2	23 10	8 6	2	1	2	
			1	24	8 6				
20. 37	23, 162	6	1	9 9	6 3	2	1	2	<sup>4</sup> Covered by Philadelphia and Cape May R. P. O.
( <sup>4</sup> )									
82. 02	51, 332	6	1	9 2	8 2	2	1	2	
			<sup>5</sup> 1	11	8 4				<sup>5</sup> 4 reserve cars.
			<sup>5</sup> 1	9 3	6 2				
			<sup>5</sup> 1	10 9	6 2				
			<sup>5</sup> 1	8	6 2				<sup>6</sup> 1 short stop between Philadelphia and Townsend, Del.
97. 02	148, 988	9	1	25	8	3	1	<sup>6</sup> 5	
38	.....	.....	1	22 6	8 4	<sup>7</sup> 1	1		<sup>7</sup> Short run between Philadelphia and Wyoming, 77 miles. <sup>8</sup> 26.08 miles covered by the New York and Washington R. P. O. <sup>9</sup> 1 reserve car.
( <sup>8</sup> )	.....	.....	<sup>8</sup> 1	22 6	6 10				
( <sup>10</sup> )	98, 595	9	2	15 10	9 5	2	1	4	<sup>10</sup> Covered by the New York and Pittsburgh R. P. O. <sup>11</sup> Clerk runs from Philadelphia to Harrisburgh only.
			1	15 2	8 8	<sup>11</sup> 1	2		
49. 77	85. 136	12	1	8 8	3 4	2	1	2	<sup>12</sup> 18.13 miles covered by Philadelphia and Port Deposit R. P. O. No agent over remaining 22. 11 miles.
18. 13	.....	.....	1	8 10	6 6				Balance miles of route shown in Saint Louis, Mo., and Halstead, Kans., R. P. O.
9. 35	33, 804	12	1	9	7	1	1	1	
( <sup>12</sup> )									
75. 89	55, 399	7	1	22 6	7 4	1	1	1	<sup>13</sup> Department pays \$25 per mile per annum for R. P. O. cars on this route. <sup>14</sup> West division, 4 crews, 3 clerks to crew. <sup>15</sup> East division, 4 crews, 2 clerks to crew.
73. 50	53, 655	7	1	20 6	7 1	1	1	1	
94. 68	59, 269	6	1	19 8	8 9	2	1	2	
468. 20	341, 786	7	5	<sup>13</sup> 50	8 4	<sup>14</sup> 4 <sup>15</sup> 4	3 2	20	



TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
<i>Pittsburgh, Pa., and Cincinnati, Ohio.</i>	314.02	21032	5	67, 69...	Pittsburgh, Pa., Columbus, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21014	..	71, 73, 64, 68.	Columbus, Ohio, Cincinnati, Ohio.	.....do .....
Pittsburgh, Pa., and Crestline, Ohio.	188.70	21002	5	.....	Pittsburgh, Pa., Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.
Pittsburgh and Fairchance, Pa.	75	8104	2	.....	Southwest Junction, Fairchance, Pa.	Southwest Pennsylvania.
		8001	..		Philadelphia, Pittsburgh, Pa.	Pennsylvania .....
<i>Pittsburgh, Pa., and Saint Louis, Mo.</i>	624.01	21032	5	69, 71...	Pittsburgh, Pa., Columbus, Ohio.	Pittsburgh, Cincinnati and Saint Louis.
		21015	..	64, 68...	Columbus, Ohio, Indianapolis, Ind.	.....do .....
		22002	..		Indianapolis, Terre Haute, Ind.,	Terre Haute and Indianapolis.
		22044	..		Terre Haute, Ind., East Saint Louis, Ill.	Saint Louis, Vandalia and Terre Haute.
Pittsburgh and Washington, Pa.	31	8055	2	.....	Pittsburgh, Washington, Pa.	Pittsburgh, Cincinnati and Saint Louis, Railroad (Chartiers Division).
		21032			Columbus, Ohio, Pittsburgh, Pa.	Pittsburgh, Cincinnati and Saint Louis.
Pittsburgh and West Brownsville, Pa.	54	8081	2	.....	Pittsburgh, West Brownsville, Pa.	Pennsylvania Railroad (Pittsburgh, Virginia and Charlestown Division).
Pittsburgh and Wurtemburgh, Pa.	47	8125	2	.....	Allegheny, Wurtemburgh, Pa.	Pittsburgh and Western Railroad (Pittsburgh Division).
Pittsfield, Mass., and Bridgeport, Conn.	110.55	5012	1	.....	Bridgeport, Conn., Pittsfield, Mass.	Housatonic .....
Pittsfield, N. H., and Lawrence, Mass.	56.41	1004	1	.....	Hooksett, Pittsfield, N. H.	Concord .....
		1001	..		Concord, Nashua, N. H.	.....do .....
		3063	..		Lawrence, Mass., Manchester, N. H.	Manchester and Lawrence.
Pleasant Hill and Carthage, Mo.	111.46	28040	7	.....	Pleasant Hill, Carthage, Mo.	Lexington and Southern Division Missouri Pacific.
Pleasant Hill, Mo., and Cedar Junction, Kans.	46.75	28016	7	.....	Pleasant Hill, Mo., Cedar Junction, Kans.	Atchison, Topeka and Santa Fé.
Plymouth and Concord, N. H.	51.34	1005	1	.....	Concord, N. H., Wells River, Vt.	Boston, Concord and Montreal.
Pollock and Butler, Pa....	27	8086	2	.....	Pollock, Butler, Pa .....	Pittsburgh and Western Railroad (Parker Division).
Portage and Madison, Wis.	40.73	25023	6	.....	Madison, Portage, Wis...	Chicago, Milwaukee and Saint Paul.
Port Huron, Mich., and Chicago, Ill.	333	24039	9	.....	Port Huron, Mich., Chicago, Ill.	Chicago and Grand Trunk

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
(1)	458,460	14	4	60	8 4	24	4	28	<sup>1</sup> Covered by Pittsburgh and Saint Louis R. P. O. 193.86 miles.
(2)						4	3		<sup>2</sup> Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 3 clerks to crew.
(4)	8,680	6	2	20	8 6	4	1	4	<sup>3</sup> Covered by Columbus and Cincinnati R. P. O. 120.16 miles.
44.26	46,950	6	1	12	8 6	1	1	1	<sup>4</sup> Covered by Pittsburgh and Chicago R. P. O. 188.70 miles.
(6)									<sup>5</sup> Established June 5, 1882.
193.86	911,054	14	13	60	8 4	88	4	94	<sup>6</sup> Covered by the New York and Pittsburgh R. P. O.
189.07						85	3		<sup>7</sup> 8 letter and 5 storage cars.
74.39						85	4		<sup>8</sup> West division day line, 4 crews, 4 clerks to crew; west division night line, 4 crews, 4 clerks to crew; east division day line, 5 crews, 3 clerks to crew; east division night line, 5 crews, 4 clerks to crew.
166.69									<sup>9</sup> 2 porters running between Pittsburgh and Columbus; 1 porter running between Pittsburgh and Dennison; 2 porters running between Newark and Columbus; 2 porters running between Cambridge City, Ind., and Brazil, Ind.
23.71	38,812	12	1	15 10	6 10	1	1	1	
			1	12	8 5				
(10)									<sup>10</sup> 8 miles covered by Pittsburgh and Saint Louis R. P. O., 5th division.
54.36	33,804	6	2	15	8 8	1	1	1	
47.10	29,422	6	1	7 2	7 2	1	1	1	
110.55	138,408	12	3	16	6 7	2	1	15	<sup>11</sup> 2 clerks double the road every day, and have every other week off; the other 3 clerks run one way a day.
			12	6 6	6	3	1		<sup>12</sup> Reserve cars.
20.35	35,312	6	1	10	6 10	1	1	12	<sup>13</sup> One clerk as a relief; also relieves Concord and Claremont, Plymouth and Concord, Portsmouth and Manchester, and Manchester and Peterborough clerks.
(14)			1	7	4 6				<sup>14</sup> Covered by Saint Albans and Boston R. P. O. 9 miles.
(15)			16	10 2	6 6				<sup>15</sup> Covered by Lawrence and Boston R. P. O. 27.06 miles.
111.46	81,365	7	1	13	8 6	2	1	2	<sup>16</sup> Reserve car.
46.75	29,265	6	1	10	8	1	1	1	
(17)	32,138	6	1	10	6 9	1	1	1	<sup>17</sup> Covered by Lawrence and Boston R. P. O. 51.34 miles.
			18	10 6	6 10				<sup>18</sup> Reserve car. This clerk is relieved once in six weeks. (See column of remarks.)
27	33,804	12	1	9	4 6	1	1	1	<sup>19</sup> Pittsfield and Lawrence R. P. O.
			1	8	5 1				
40.73	25,496	6	1	13 2	7 4	1	1	1	
233	208,458	6	2	20	7 6	6	1	6	Clerks divide on Battle Creek, Mich.; 3 clerks to each division.

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Port Huron and Detroit, Mich.	64. 85	24028	9	.....	Detroit, Port Huron, Mich.	Grand Trunk .....
Port Jefferson and Hicksville, N. Y.	36	6046	2	.....	Hicksville, Port Jefferson, N. Y.	Long Island .....
Port Jervis and New York, N. Y.	87	6001	2	.....	New York, Dunkirk, N. Y.	New York, Lake Erie and Western.
<i>Portland, Me., and Boston, Mass.</i>	116. 33	3011	1	1, 8....	Boston, Mass., Portland, Me.	Boston and Maine .....
Portland and Fryeburgh, Me.	49	10	1	.....	Portland, Me., South Lunenburg, Vt.	Portland and Ogdensburg.
Portland, Me., and Gorham, N. H.	91. 87	7	1	.....	Portland, Me., Canada Line.	Grand Trunk .....
Portland, Me., and Island Pond, Vt.	149. 71	7	1	.....	..... do .....	..... do .....
Portland, Me., and Rochester, N. H.	55	8	1	.....	Portland, Me., Rochester, N. H.	Portland and Rochester..
Portland, Me., and Swanton, Vt.	232	10	1	.....	Portland, Me., South Lunenburg, Vt.	Portland and Ogdensburg.
		2011	..		Lunenburg Junction, Swanton, Vt.	Saint Johnsbury and Lake Champlain.
Portland, Me., and Worcester, Mass.	150. 76	3066	1	.....	Worcester, Mass., Portland, Me.	Worcester and Nashua ..
		1012	..		Nashua, Rochester, N. H.	..... do .....
		8	..		Portland, Me., Rochester, N. H.	Portland and Rochester..
Portland and Corvallis, Oreg.	97	44002	8	.....	Portland, Corvallis.....	Oregon and California ...
Portland and Roseburgh, Oreg.	200	44001	8	.....	Portland, Roseburgh.....	..... do .....
Portsmouth and Manchester, N. H.	41. 40	1002	1	.....	Concord, Portsmouth, N. H.	Concord .....
Postville and Cedar Rapids, Iowa.	99. 80	27002	6	.....	Cedar Rapids, Postville, Iowa.	Burlington, Cedar Rapids and Northern.
Pottsville and Philadelphia, Pa.	93	8002	2	.....	Philadelphia, Pottsville, Pa.	Philadelphia and Reading.
Pottsville, Tamaqua, and Herndon, Pa.	81	8013	2	.....	Pottsville, Herndon, Pa..	Philadelphia and Reading. (Mahanoy and Shamokin Branch.)
Powers and Florence, Mich.	42. 39	24032	6	.....	Powers, Crystal Falls, Mich.	Chicago and Northwestern.
Providence, R. I., and New London, Conn.	62. 10	4002	1	.....	Providence, R. I., Groton, Conn.	New York, Providence and Boston.
Providence and Pascoag, R. I.	23. 15	4006	1	.....	Providence, Pascoag, R. I.	Providence and Springfield.
Providence, R. I., and Willimantic, Conn.	58. 50	5007	1	.....	Hopewell Junction, N. Y., Providence, R. I.	New York and New England.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
64. 85	40, 596	6	1 <sup>1</sup>	23	5 8	2	1	2	<sup>1</sup> Held in reserve. One clerk alternates on Detroit and Toledo route.
36. 50	22, 536	9	1	23 6	7 6	1	1	1	
			1	15	7				
			1	12 9	5 10				
87	54, 462	6	1	15 3	8 4				
			1	16 6	6 10	1	1	1	
116. 33	145, 645	12	1	25 4	9	2	2	<sup>10</sup>	<sup>2</sup> On the a. m. run from Boston there are 3 clerks to a crew; on the a. m. run from Portland there are 2 clerks to a crew. <sup>3</sup> One of these cars is a reserve car.
			<sup>2</sup>	25	8 6	2	3		
( <sup>4</sup> )	30, 674	6	1	13	6 7	1	1	1	
( <sup>5</sup> )	57, 510	6	2	17 6	6 6	1	1	1	<sup>4</sup> Covered by Portland and Swanton R. P. O.; 49 miles. <sup>5</sup> Covered by Portland and Island Pond R. P. O.; 91.87 miles. <sup>6</sup> Reserve car. This clerk is relieved once in 4 weeks. (See column of remarks North Anson and Lewiston R. P. O.)
			<sup>1</sup>	20	6 6				
149. 71	93, 718	6	1	19 6	6 6	4	1	4	<sup>7</sup> Reserve car. <sup>8</sup> Covered by Portland and Worcester R. P. O.; 55 miles. <sup>9</sup> This clerk runs from Rochester to Portland with the Portland and Worcester clerk, as an assistant. (See column of remarks Portland and Worcester R. P. O.)
			1	17 6	6 6				
( <sup>8</sup> )	17, 215	<sup>3</sup>	1	20	6 6				
			1	15	9	1	1	1	
			1	15 3	9				
114	145, 232	6	2	13 6	6 7	4	1	4	
118	.....	.....	<sup>10</sup>	9 10	6 9				<sup>10</sup> Reserve car.
46. 93	94, 375	6	1	16	9	3	2	6	The Portland and Rochester clerk runs from Rochester to Portland with this clerk as an assistant.
48. 83	.....	.....	1	18	7				
55	.....	.....							
97	60, 722	6	3	10	8 10	2	1	2	
200	125, 200	6	3	20 5 <sup>1</sup>	8 10 <sup>4</sup>	3	1	3	
41. 40	51, 832	12	1	14	6 7	2	1	<sup>11</sup>	<sup>11</sup> One of the clerks runs from Concord to Portsmouth, N. H., and is relieved once in 6 weeks. (See column of remarks Pittsfield and Lawrence R. P. O.) The other clerk runs from Portsmouth to Manchester, N. H., and has no relief. <sup>12</sup> Reserve car.
			1	10	6 9				
			<sup>12</sup>	12 2	6 9				
99. 80	62, 474	6	1	12	9 4	2	1	2	<sup>13</sup> Reserve. <sup>14</sup> 2 reserve cars. <sup>15</sup> 1 clerk on "lay off."
			<sup>13</sup>	11	7 6				
92. 64	174, 654	18	<sup>14</sup>	14 4	8 4	1	2	<sup>15</sup>	
						2	1		
80. 95	88, 266	10 <sup>4</sup>	1	6 2	6 6 <sup>4</sup>	2	1	2	
			1	12 6	8 8 <sup>4</sup>				
			1	12 10	8 8				
			<sup>16</sup>	8 2	6 2				<sup>16</sup> Reserve car.
42. 39	30, 944	7	1	13 6	7 7	1	1	1	
( <sup>17</sup> )	40, 189	12	1	15 5	6 3	2	1	<sup>17</sup>	<sup>17</sup> Covered by Boston, Providence and New York R. P. O.; 62.10 miles. <sup>18</sup> Relief clerk for one run; also relieves Hartford, Saybrook and New London, and New Haven clerks. The other clerk is relieved once in 4 weeks. (See column of remarks Boston and Providence R. P. O.) <sup>19</sup> One relief clerk; also relieves 2 clerks on Lowell and Mansfield route. <sup>20</sup> One of these cars is held as a reserve car. This clerk is relieved once in 4 weeks. (See column of remarks Worcester and Providence R. P. O.)
			1	16	6 9				
23. 15	28, 983	12	1	6 4	5 2	1	1	<sup>19</sup>	
58. 50	36, 621	6	<sup>20</sup>	14 3	6 9	1	1	1	

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Contract designation, terminal of route.	Corporate title of company.
Pueblo and Durango, Col.	332	Denver, El Moro, Colo....	Denver and Rio Grande..
<i>Quincy, Ill., and Kansas City, Mo.</i>	226	Cucharas, Colo., Espanola, N. Mex. Antonito, Durango, Colo. Quincy, Ill., Saint Joseph, Mo. Kansas City, Cameron, Mo.	do do Hannibal and Saint Joseph do
Quincy, Ill., and Louisiana, Mo.	46	Quincy, Ill., Hannibal, Mo Fall Creek, Ill., Louisiana, Mo.	Chicago, Burlington, and Quincy.
Quincy, Ill., and Trenton, Mo.	138	Quincy, Ill., Trenton, Mo.	Wabash, Saint Louis and Pacific.
Racine, Wis., and Rock Island, Ill.	107	Racine, Wis., Rock Island, Ill.	Chicago, Milwaukee and Saint Paul.
Raleigh and Hamlet, N. C.	97	Raleigh, Hamlet, N. C.	Raleigh and Augusta Air Line.
Reading and Columbia, Pa.	46	Columbia, Sinking Springs, Pa. Allentown, Harrisburgh, Pa.	Philadelphia and Reading. do
Reading, Pa., and Wilmington, Del.	73	Wilmington, Del., Reading, Pa.	Wilmington and Northern.
Red Bank and Bridgeton, N. J.	187	Sandy Hook, Pemberton Junction, N. J. Whiting, Atco, N. J. Atsion, Bridgeton, N. J.	New Jersey Southern.... do do
Redding and Sacramento, Cal.	169	Redding, Roseville..... Ogden, San Francisco....	Central Pacific..... do
Red Oak and Eastport, Iowa.	51. 17 27074 6	Red Oak, Eastport, Iowa.	Chicago, Burlington and Quincy.
Reno and Preston, Minn.	57. 67 26032 6	Reno, Preston, Minn.....	Chicago, Milwaukee and Saint Paul.
Reno and Virginia City, Nev.	52. 20 45001 8	Reno, Virginia City, Nev.	Virginia and Truckee....
Richford, Vt., and Concord, N. H.	191. 11 2009 1	Richford, Newport, Vt....	South Eastern.....
	2010 ..	White River Junction, Derby Line, Vt.	Pasumpsic.....
	1005 ..	Concord, N. H., Wells River, Vt.	Boston, Concord and Montreal.
Richford and Saint Albans, Vt.	28. 91 2007 1	Saint Albans, Richford, Vt.	Missisquoi.....
Richland and Niagara Falls, N. Y.	183 6034 2	Oswego, Richland, N. Y..	Rome, Watertown and Ogdensburgh.
	6036 ..	Oswego, Lewiston, N. Y.	do
	6016 ..	Buffalo, Lewiston, N. Y..	New York Central and Hudson River.
Richland and Syracuse, N. Y.	42 6037 2	Syracuse, Pulaski, N. Y..	Rome, Watertown and Ogdensburgh.
	6034 ..	Oswego, Richland, N. Y.	do
Richmond and Stanford, Ky.	34. 48 20083 5	Richmond, Richmond Junction, Ky.	Louisville and Nashville
Richmond and Clifton Forge, Va.	193 11005 3	Newport News, Va., Ashland, Ky.	Chesapeake and Ohio...
Richmond and Danville, Va.	140 11006 3	Richmond, Va., to Charlotte, N. C.	Richmond and Danville..
Richmond, Lynchburgh and Clifton Forge, Va.	230 11023 3	Richmond, Lynchburgh, Va.	Richmond and Alleghany
	11027 3	Clifton Forge, Lynchburgh, Va.	Richmond and Alleghany.
Richmond, Va., and Wilmington, N. C.	250 11008 3 1, 2, 2, 4	Richmond, Petersburg, Va.	Richmond and Petersburg.
	11009 3	Petersburgh, Va., Weldon, N. C.	Petersburgh.....
	12002 3	Weldon, Wilmington, N. C.	Wilmington and Weldon



TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Rochester and Corning, N. Y.	94	6005	2	83, 82...	Rochester, Avon, N. Y...	New York, Lake Erie and Western.
		6007	..		Attica, Corning, N. Y...	New York, Lake Erie and Western Railroad (Rochester Division).
Rochester and Niagara Falls, N. Y.	76	6018	2	.....	Rochester, Niagara Falls, N. Y.	New York Central and Hudson River Railroad (Rochester and Niagara Falls Division).
Rochester and Salamanca, N. Y.	109	6102	2	.....	Rochester, Salamanca, N. Y.	Rochester and Pittsburgh
Rock Island and Peoria, Ill.	91.68	23040	6	.....	Peoria, Rock Island, Ill..	Rock Island and Peoria..
Rock Island, Ill., and Saint Louis, Mo.	248.32	23005	6	.....	Sterling, East Saint Louis, Ill.	Chicago, Burlington and Quincy.
Rock Island and Tullahoma, Tenn.	48.62	19013	5	.....	Rock Island, Tullahoma, Tenn.	Nashville, Chattanooga and Saint Louis.
Rockland and Brunswick, Me.	58	15	1	.....	Woolwich, Rockland, Me	Knox and Lincoln .....
		11	..		Brunswick, Bath, Me....	Maine Central .....
Rogersville and Bull's Gap, Tenn.	16.40	19003	5	.....	Rogersville, Bull's Gap, Tenn.	Rogersville and Jefferson.
Rondout and Goshen, N. Y.	45	6009	2	.....	Goshen, Montgomery, N. Y.	New York, Lake Erie and Western Railroad (Montgomery Branch).
		6083	..		Montgomery, Rondout, N. Y.	Wahkill Valley .....
Rondout and Stamford, N. Y.	73	6073	2	.....	Rondout, Stamford, N. Y.	Ulster and Delaware.....
Rouse's Point and Albany, N. Y.	215	6026	2	.....	Albany, Moore's, N. Y...	Delaware and Hudson Canal Company Railroad (Hudson Canal Division).
		6033	..		West Chazy, Rouse's Point, N. Y.	.....do .....
		6098	..		Whitehall, Castleton, N. Y.	.....do .....
		6024	..		Eagle Bridge, N. Y., Rutland, Vt.	.....do .....
Rutland, Vt., and Hoosick Junction, N. Y.	59.85	2015	1	.....	Rutland, Bennington, Vt.	Bennington and Rutland.
		2018	..		North Bennington, Vt., State Line.	.....do .....
		6116	..		North Hoosac Junction, N. Y., State Line.	Troy and Bennington (branch Troy and Boston.)
Rutland, Vt., and Troy, N. Y.	94	6024	2	.....	Eagle Bridge, N. Y., Rutland, Vt.	Delaware and Hudson Canal Company (Saratoga and Champlain Division.)
		6107	..		Mechanicsville, Eagle Bridge, N. Y.	Boston, Hoosac Tunnel and Western.
		6026	..		Albany, Moore's, N. Y...	Delaware and Hudson Canal Company (Saratoga and Champlain Division.)
Sacramento and San Francisco, Cal.	139.67	46028	8	.....	Sacramento, San Francisco, Cal.	Central Pacific .....
Sag Harbor and New York, N. Y.	100	6093	2	.....	Long Island City, Sag Harbor, N. Y.	Long Island .....
Salamanca, N. Y., and Kent, Ohio.	197.31	21034	5	.....	Salamanca, N. Y., Dayton, Ohio.	New York, Pennsylvania and Ohio.
Salida and Gunnison, Colo.	75.75	38012	7	.....	Salida, Gunnison, Colo...	Denver and Rio Grande..
Salina and McPherson, Kans.	36.47	33028	7	.....	Salina, McPherson, Kans	Kansas Division Union Pacific.
Salisbury and Asheville, N. C.	145	13006	3	.....	Salisbury, Warm Springs, N. C.	Western North Carolina.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
18	58,844	6	1	12 8	9	2	1	2	
76									
76	47,576	6	<sup>1</sup> <sub>1</sub>	34 21	8 4 8 4	2	1	2	<sup>1</sup> Part mail apartment and part baggage cars.
108.92	68,234	6	1	14	7	2	1	2	<sup>2</sup> Three reserve cars.
			<sup>2</sup> <sub>1</sub>	11	7				
91.68	57,391	6	1	8 3	6 10	2	1	2	<sup>3</sup> Reserve.
			<sup>2</sup> <sub>1</sub>	11 11	9				
248.32	155,448	6	2	18 7½	8 9½	4	1	4	<sup>4</sup> Reserve.
			<sup>4</sup> <sub>1</sub>	11 4	9 4½				
48.62	<sup>2</sup> 27,668	6	1	8 1	6 3	1	1	1	<sup>5</sup> Nov. 1, 1881, increase distance 18.18 miles.
48.86	72,616	12	2	12	6 8	3	1	3	<sup>6</sup> Reserve car.
9.14	-----		1	16	6 7				
			<sup>6</sup> <sub>1</sub>	15 2	7				
16.40	10,266	6	1	6	5	1	1	1	
10.25	28,170	6	1	9	7	1	1	1	
34.46	-----		1	18	7 6				
73.30	45,698	6	<sup>7</sup> <sub>1</sub>	16 8	6 6 6 3	2	1	2	<sup>7</sup> Two reserve cars.
176.59	134,590	6	3	21	7	2 2	2 1	6	
14.78									
13.71									
10.83									
52.82	37,466	6	1	16	6 11	1	1	1	
1.99									
5.04									
62.87	58,848	6	1	12 6	6 6	2	1	2	
20.44	-----		<sup>8</sup> <sub>1</sub>	11 11	7 2				<sup>8</sup> One reserve car.
( <sup>9</sup> )	-----								<sup>9</sup> Covered by Rouse's Point and Albany R. P. O., 10.69 miles.
139.67	101,959	7	2	21 6	8 9	3	1	3	
100.50	85,762	8½	2	12 4	6	3	1	3	
			1	10 6	5 8				
			1	14 10	6 6				
197.31	134,080	7	3	28 6	9	4	1	4	
75.75	55,297	7	2	19 6	7 4	2	1	2	
36.47	26,623	7	1	14 9	8	1	1	1	
1.45	90,770	6	1	13	8				
			2	20	8 6	2	1	2	



TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of routes.	Division.	Number of trains on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Salt Lake and Juab, Utah.	1	8	.....	.....	Ogden, Frisco.....	Utah Central .....
San Antonio and Laredo, Tex.		7	.....	.....	.....	.....
San Antonio and Uvalde, Tex.		7	.....	.....	.....	.....
Sand Beach and Port Huron, Mich.		9	.....	.....	Port Huron, Sand Beach, Mich.	Port Huron and Northwestern.
Sandusky, Ohio, and Bloomington, Ill.	3	5	.....	.....	Sandusky, Ohio, Bloomington, Ill.	Lake Erie and Western
Sandusky and Cincinnati, Ohio.	2	6	.....	.....	Sandusky, Springfield, Ohio.	Indiana, Bloomington and Western Ohio Division.
					Cleveland, Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis.
Sandusky and Newark, Ohio, and Wheeling, W. Va.	224.88	21010	5 50, 55...	.....	Sandusky, Newark, Ohio.	Baltimore and Ohio .....
		21001	.....	.....	Bellaire, Columbus, Ohio	.....
		10003	.....	.....	Baltimore, Md., Wheeling, W. Va.	.....do .....
San Francisco and Los Angeles, Cal.	462.20	46001	8 118, 112.	.....	Ogden, San Francisco...	Central Pacific .....
		46032	8	.....	Port Costa, Lathrop.....	.....do .....
		46010	.....	.....	Lathrop, Goshen.....	.....do .....
		46014	.....	.....	Huron, Yuma .....	Southern Pacific .....
San Francisco and Santa Cruz, Cal.	79.81	46031	.....	.....	San Francisco, Santa Cruz.	South Pacific Coast.....
San Francisco and Soledad, Cal.	142.90	46002	8	.....	San Francisco, Soledad ..	Southern Pacific .....
Santa Fé and Lamy (n. o.), N. Mex.	18.63	39001	7	.....	Lamy Station, Santa Fé, N. Mex.	Atchison, Topeka and Santa Fé.
Savannah and Millen, Ga.	79.00	15010	4	.....	Savannah, Macon, Ga...	Central Railroad and Banking Company, Ga.
Scranton and Northumberland, Pa.	80	8017	2	.....	Scranton, Northumberland, Pa.	Delaware, Lackawanna and Western (Bloomsburgh Division).
Scaford, Del., and Cambridge, Md.	33	10008	2	.....	Cambridge, Md., Scaford, Del.	Dorchester and Delaware.
Sedalia and Lexington, Mo.	54.23	28017	7	.....	Sedalia, Lexington, Mo ..	Lexington Branch Missouri Pacific.
Sedalia, Mo., and Parsons, Kans.	153.70	28011	7	.....	Sedalia, Mo., Denison City, Tex.	Kansas and Texas Division Missouri Pacific.
Selma and Greensborough, Ala.	56	17006	4	.....	Selma, Greensborough, Ala.	Cincinnati, Selma and Mobile.
Selma, Ala., and Meridian, Miss.	114.15	17009	4 33, 36...	.....	Selma, Ala., Meridian, Miss.	East Tennessee, Virginia and Georgia.
		18004	.....	.....	Mobile, Ala., Cairo, Ill.	Mobile and Ohio .....
Selma and Pine Apple, Ala.	51.06	17017	4	.....	Selma, Pine Apple, Ala ..	Pensacola and Selma ....
Shabbona and Rock Falls, Ill.	47.46	23014	6	.....	Rock Falls, Shabbona, Ill	Chicago, Burlington and Quincy.
Sheboygan and Princeton, Wis.	78.79	23019	6	.....	Sheboygan, Princeton, Wis.	Chicago and Northwestern.
Shingle Springs and Sacramento, Cal.	22.25	46004	8	.....	Sacramento, Folsom ...	Placerville and Sacramento Valley.
Shreveport, La., and Marshall, Tex.	37.90	31009	7	.....	Shreveport, La., El Paso, Tex.	Texas and Pacific .....
Sioux City and Missouri Valley, Iowa.	76.18	27029	6	.....	Missouri Valley, Sioux City, Iowa.	Sioux City and Pacific ..
Sioux City, Iowa, and Omaha, Nebr.	127.61	34003	6	.....	Omaha, Covington, Nebr	Chicago, Saint Paul, Minneapolis and Omaha.
Sioux City, Iowa, and Yankton, Dak.	61.71	35001	6	.....	Sioux City Iowa, Yankton, Dak.	Chicago, Milwaukee and Saint Paul.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
105	76,650	7	2	15	9	2	1	2	
									See Palestine and Laredo R. A.
									See Houston and Uvalde R. A.
71.70	44,884	6	1	8 6	5 8	1	1	1	
381.89	239,063	6	2	14	7 8	7	1	7	This line is divided at Muncie, Ind.
181.85	182,305	6	2	12	7 4	4	1	4	
(1)									<sup>1</sup> Covered by Cleveland and Cincinnati R. P. O., 80 miles.
116.88	163,797	7	3	21	9	4	1	4	
(2)									<sup>2</sup> Covered by Grafton and Chicago R. P. O. 103.50 miles.
(3)									<sup>3</sup> Covered by line of Third Division, 4 miles.
(4)	352,005	7	8	55 1½	9 5½	7	1	7	<sup>4</sup> "Miles of route" (32.17) covered by route 46001, Ogden and San Francisco R. P. O.
62.17									<sup>5</sup> 40-foot cars authorized by the department.
146.30									
241.56									
79.81	49,961	6	1	8	7 6	1	1	1	
142.90	104,317	7	3	17	9	3	1	3	
18.63	27,199	14				1	1	1	
79	49,454	6	(6)			1	1	1	<sup>6</sup> Cars on this route run over Augusta and Macon R. P. O.
80	50,080	6	1	16 2	8 6	1	2	2	<sup>7</sup> One reserve car.
			71	15 5	8 2				
83.63	20,658	6	1	11 8	8 7	1	1	1	
56.23	35,199	6	1	10 8	7 3	1	1	1	
(8)	115,851	7	3	16 3	8 6	2	2	4	<sup>8</sup> 158.70 miles of route included in Hannibal and Denison R. P. O. Hannibal and Denison R. P. O. and Sedalia and Parsons R. P. O. each run over that portion of route 28011 between Sedalia, Mo., and Parsons.
56	35,056	6	1	8 5	6 6	1	1	1	
95.85	83,329	7	1	17 2	8 2	2	1	2	<sup>9</sup> Distance taken from railroad time table.
(10)									<sup>10</sup> Eighteen three-tenths (18.30) miles covered by Corinth and Meridian, Miss., R. P. O.
51.06	21,240	4	1	7 10	3 5	1	1	1	
47.46	29,709	6	1	6 10	6 3	1	1	1	
78.79	49,322	6	1	10	7	2	1	2	
23.25	14,554	6	1	6 6	6	1	1	1	
37.90	23,725	6	2	17 2	9 1½	1	1	1	
76.18	47,688	6	1	17 9	9 8	2	1	2	<sup>11</sup> Reserve.
			111	13 9	9 3				
127.61	79,883	6	122	11 9	8 4	2	1	2	<sup>12</sup> One car in reserve.
			1	12	9 3				
61.71	38,630	6	1	20 2	9 4	1	1	1	<sup>13</sup> Reserve.
			121	11 8	8 6				

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> .)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Sioux Falls, Dak., and Sioux City, Iowa.	91.14	27034	6	.....	Sioux City, Iowa, Sioux Falls, Dak.	Chicago, Milwaukee and Saint Paul.
Skowhegan and Portland, Me.	102.56	5	1	.....	Portland, Skowhegan, Me.	Maine Central .....
Slatington and Reading, Pa.	44	8089	2	.....	Reading, Slatington, Pa..	Schuylkill and Lehigh...
Sleepy Eye, Minn., and Watertown, Dak.	140.32	26014	6	.....	Saint Peter, Minn., Watertown, Dak.	Winona and Saint Peter.
Smithville and Blakely, Ga.	74.13	15039	4	.....	Smithville, Albany, Ga...	Southwestern.....
Sodus Point and Stanley, N. Y.	34	15040	..	.....	Albany, Blakely, Ga .....	.....do .....
South Amboy, N. J., and Philadelphia, Pa.	68	6090	2	.....	Sodus Point, Gorham Station, N. Y.	Ontario Southern .....
		7005	2	.....	Camden, Monmouth Junction, N. J.	Pennsylvania (Amboy Division).
		7047	..	.....	Jamesburgh, South Amboy, N. J.	.....do .....
South Londonderry and Brattleborough, Vt.	36.15	2016	1	.....	Brattleborough, South Londonderry, Vt.	Central Vermont .....
South Lyon, Mich., and Toledo, Ohio.	61.91	24020	9	.....	Toledo, Ohio, South Lyon, Mich.	Toledo, Ann Arbor and Grand Trunk.
Sparta and Viroqua, Wis.	35.90	25034	6	.....	Sparta, Viroqua, Wis ....	Chicago, Milwaukee and Saint Paul.
Springfield and Jerseyville, Ill.	72.29	21019	6	.....	Toledo, Ohio, Quincy, Ill .	Wabash, Saint Louis and Pacific.
		23083	..	.....	Lorami, Jerseyville, Ill...	.....do .....
Springfield and Jackson, Ohio.	109.98	21058	5	.....	Springfield, Jackson, Ohio	Springfield Southern.....
<i>Springfield, Mo., and Halstead, Kans.</i>				.....		
Springfield, Mo., and Fort Scott, Kans.	203.99	28036	7	.....	Fort Scott, Kans., Springfield, Mo.	Kansas City, Fort Scott and Gulf.
		33008	..	.....	Kansas City, Joplin, Mo..	.....do .....
Statesville and Charlotte, N. C.	.48	13009	3	.....	Charlotte, Statesville, N. C.	Atlantic, Tennessee and Ohio.
Sterling and Rock Island, Ill.	52.80	23005	6	.....	Sterling, East Saint Louis, Ill.	Chicago, Burlington and Quincy.
Stevens' Point and Portage, Wis.	73.35	25015	6	.....	Stevens Point, Portage, Wis.	Wisconsin Central.....
Stoneborough and New Castle, Pa.	36	8096	2	.....	New Castle, Stoneborough, Pa.	Oil City and Chicago.....
Stony Point and New York, N. Y.	43	7024	2	.....	Jersey City, N. J., Stony Point, N. Y.	New Jersey and New York.
Streator and Strawn, Ill.	40.78	23043	6	.....	Streator, Altamont, Ill..	Wabash, Saint Louis and Pacific.
Saint Albans, Vt., and Boston, Mass.	267.21	3016	1	.....	Boston, Lowell, Mass....	Boston, Lowell and Concord.
		3073	..	.....	Lowell, Mass., Nashua, N. H.	.....do .....
		1001	..	.....	Concord, Nashua, N. H..	Concord .....
		1008	..	.....	Concord, N. H., White River Junction, Vt.	Northern .....
		2002	..	.....	Windsor, Essex Junction, Vt.	Central Vermont.....
		2001	..	.....	Burlington, Vt., Rouse's Point, N. Y.	.....do .....
Saint Albans, Vt., and Ogdensburgh, N. Y.	142	6053	2	.....	Rouse's Point, Ogdensburgh, N. Y.	Ogdensburgh and Lake Champlain.
		2001	..	.....	Burlington, Vt., Rouse's Point, N. Y.	Central Vermont.....
Saint Joseph and Albany, Mo.	51.92	28037	7	.....	Saint Joseph, Albany, Mo.	Saint Joseph and Des Moines.
Saint Joseph, Mo., and Grand Island, Nebr.	251.40	33007	7	.....	Elwood, Kans., Grand Island, Nebr.	Union Division Union Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
91.14	57,053	6	1	13	7 3	2	1	2	
102.56	64,202	6	1	40	8 8	3	1	3	<sup>1</sup> Reserve car. All parts of cars. The North Anson and Lewiston clerk runs from West Waterville to Lewiston and return as an assistant to Skowhegan and Portland clerk. The Farmington and Lewiston clerk runs from Lewiston to Portland and return, as an assistant to Skowhegan and Portland clerk.
			1	39	8 8				
			1	40 7	8 9				
43.73	27,544	6	1	8	6 8	1	1	1	
140.32	87,840	6	1	14 4	7 5	3	1	3	
			1	11 11	7 1				
24.07	46,405	6	1	8 7	8	1	1	1	
50.06			1	14 3	8 3				
34	21,284	6	1	7 4	6 10	1	1	1	
53.56	42,568	6	<sup>2</sup> 2	8	6	1	1	1	<sup>2</sup> One reserve car.
14.90			1	11	8				
36.15	22,629	6	1	10	5 1	1	1	1	<sup>3</sup> Reserve car.
			<sup>1</sup> 1	8 6	5 6				
61.91	38,755	6	1	10 6	7	1	1	1	
35.90	22,473	6	1	11	7 7	1	1	1	
( <sup>4</sup> )	45,253	6	1	20	9 4	1	1	1	<sup>4</sup> Distance (16.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.
55.79									
109.98	68,847	6	2	14	7	2	1	2	
									See Saint Louis, Mo., and Halstead, Kans., R. P. O.
105.19	127,697	6	1	18 1 1/2	8 9 1/2	3	1	3	<sup>5</sup> 98.80 miles of route included in Kansas City, Mo., and Joplin R. P. O. These clerks run as helpers on Kansas City and Joplin R. P. O., between Fort Scott, Kans., and Kansas City, Mo.
( <sup>5</sup> )									
.48	30,048	6	2	20	9 1	1	1	1	
52.80	33,052	6	1	10 8	6 7	1	1	1	
73.30	45,885	6	1	15 2	7 7	1	1	1	
			<sup>6</sup> 1	11 9 1/2	6 9 1/2				<sup>6</sup> Reserve car.
36.49	22,536	6	1	5 9	8 10	1	1	1	
42.81	26,918	6	2	8 6	6 0	1	1	1	
40.78	25,528	6	1	11 5	6 7	1	1	1	
26.02	334,546	12	1	42	9	8	2	16	
14.77			<sup>7</sup> 1	34 2	6 9				<sup>7</sup> Parts of cars.
36.28			<sup>7</sup> 1	24 10	7 4				
69.64			1	41 6	8 8				
96			<sup>8</sup> 1	27	5				<sup>8</sup> Reserve cars. Parts of cars.
24.50			<sup>8</sup> 1	27 4	7 2				
11	88,892	6	2	13 4	6 10	3	1	3	
( <sup>9</sup> )			<sup>10</sup> 1	14 0	6 6				<sup>9</sup> 23 miles covered by Burlington and Rouse's Point R. P. O., First division.
51.92	82,591	6	2	6 5	5 11	1	1	1	<sup>10</sup> One reserve car.
251.40	183,522	7	2	20	9 4	4	1	4	
			1	12	9 4				

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

				Number of train on monthly schedule of through mails.	Contract designation, ter- mini of route.	Corporate title of company.
					Saint Louis, Mo., Atchi- son, Kans.	Missouri Pacific .....
				115, 118	East Saint Louis, Cairo, Ill.	Saint Louis and Cairo....
					Saint Louis, Bismarck, Mo.	Saint Louis, I. M. and Southern.
					Bismarck, Mo., Columbus, Ky.	do .....
Saint Louis, Mo., and El Dorado, Ill.	121.52	23030	6		East Saint Louis, El Do- rado, Ill.	Saint Louis, Alton and Terra Haute.
Saint Louis, Mo., and Halstead, Kan.	583.70	28003	7		Saint Louis, Mo., Vinita, Ind. Ter.	Saint Louis and San Fran- cisco.
		28020			Pierce City, Mo., Hal- stead, Kans.	do .....
Saint Louis and Kansas City, Mo.			7			
Saint Louis, Mo., and Little Rock, Ark.			7			
Saint Louis, Louisiana, and Kansas City, Mo.	323.92	23018	7	133, 130.	Bloomington, East Saint Louis, Ill.	Chicago and Alton .....
		28022			Roodhouse, Ill., Mexico, Mo.	do .....
		28038			Mexico, Kansas City, Mo.	do .....
Saint Louis, Moberly, and Kansas City, Mo.	278.10	28004	7		Saint Louis, Kansas City, Mo.	Wabash, Saint Louis and Pacific.
Saint Louis and Spring- field, Mo.			7			
Saint Louis and Spring- field, Mo.	240	28003	7		Saint Louis, Mo., Vinita, Ind. Ter.	Saint Louis and San Fran- cisco.
Saint Louis, Mo., and Texarkana, Ark.	492.24	28002	7	128, 129	Saint Louis, Bismarck, Mo.	Saint Louis, I. M. and Southern.
		28026			Bismarck, Mo., Texarka- na, Ark.	do .....
Saint Paul, Minn., and Elroy, Wis.	198.40	25430	6		Elroy, Wis., Saint Paul, Minn.	Chicago, Saint Paul, Min- neapolis and Omaha.
Saint Paul, Minn., and Fargo, Dak.	275.76	26003	6	151, 152.	Saint Paul, Sauk Rapids, Minn.	Saint Paul, Minneapolis and Manitoba.
		26002			Sauk Rapids, Brainerd, Minn.	Northern Pacific.....
		26001			Duluth, Glendive, Minn.	do .....
Saint Paul, Minn., and Sioux City, Iowa.	270.97	26025	6		Saint Paul, Saint James, Minn.	Chicago, Saint Paul, Min- neapolis and Omaha.
		26026			Saint James, Minn., Sioux City, Iowa.	do .....

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
329.75	441,611	14	5	60	9 3	8	4	41	<sup>1</sup> East Division. Eight short stops.
.....		6	<sup>61</sup>	60	9 3	1	1	.....	<sup>2</sup> West Division. Line divided at Kansas City, the Saint Louis and Kansas City R. P. O. forming the East Division, and the Kansas City and Atchison R. P. O. forming the West Division.
154.80	96,904	6	4	11 2	6 2	3	1	3	<sup>3</sup> Reserve car. <sup>4</sup> Two cars in reserve.
( <sup>5</sup> )	124,167	6	2	13 6	9 4	3	1	3	<sup>5</sup> 77.03 miles of route included in Saint Louis and Texarkana R. P. O.
121.32									
121.52	76,071	6	<sup>61</sup>	16 6	9	3	1	3	<sup>6</sup> Between Saint Louis, Mo., and Duquoin, Ill.
			<sup>71</sup>	18 6	9 6				<sup>7</sup> Reserve.
			<sup>81</sup>	8	3				<sup>8</sup> Between Duquoin and Eldorado, Ill.
290.75	389,601	7	5	50	9	9	1	<sup>9</sup> 12	<sup>9</sup> Three short stops.
242.95									Line divided at North Springfield, Mo., the Saint Louis and Springfield R. P. O. forming the East Division and the Springfield and Halstead R. P. O. forming the West Division. The Saint Louis and Springfield clerk also runs over this line. See that R. P. O.
.....									See Saint Louis, Mo., and Atchison, Kans., R. P. O.
.....									See Saint Louis, Mo., and Texarkana, Ark., R. P. O.
<sup>10</sup> 69.40	236,461	7	1	25 2½	9 2½	4	1	<sup>11</sup> 5	<sup>10</sup> Balance miles of route shown in Sixth Division report.
89.83			1	25	9				<sup>11</sup> One short stop.
164.69									
278.10	203,013	7	5	25 7½	7 7½	4	1	<sup>12</sup> 5	<sup>12</sup> One short stop.
.....			<sup>131</sup>	24 6	9 2½				<sup>13</sup> Reserve car.
.....			<sup>131</sup>	25 7½	7 7½				Do.
.....									See Saint Louis, Mo., and Halstead, Kans., R. P. O.
( <sup>14</sup> )	150,240	6	2	22 6	7 4				<sup>14</sup> 240 miles of route included in Saint Louis, Mo., Halstead, Kans., R. P. O., which also runs over this distance.
			1	21 4	7				
			1	20 4	7 3				
77.03	359,335	7	5	49 4	9 4	<sup>15</sup> 5	3	<sup>16</sup> 23	<sup>15</sup> On North Division. <sup>16</sup> Two short stops.
415.21						<sup>17</sup> 3	2	.....	<sup>17</sup> On South Division. Line divided at Little Rock, the Saint Louis and Little Rock R. P. O. forming the North Division, and the Little Rock and Texarkana R. P. O. forming the South Division.
198.40	124,192	6	1	39 2	8 10	4	1	<sup>18</sup> 5	<sup>18</sup> One short stop between Elroy and Hudson, Wis.
			1	34 3	9 5				
			<sup>191</sup>	33 11	9 2				<sup>19</sup> Reserve car.
<sup>20</sup> 2.00	172,625	6	1	21 10	8 11	4	1	4	<sup>20</sup> Balance of distance (74.30 miles) covered by Saint Vincent and Saint Paul (Minn.) R. A.
60.96			1	19 5	8 6½				
138.50									
122.53	169,627	6	<sup>21</sup> 2	21 10	9 3	6	1	<sup>22</sup> 7	<sup>21</sup> One of these cars in reserve. <sup>22</sup> One short stop between Alton and Sioux City, Iowa.
148.44			1	22 9	9 4				
			1	21 7	9 4				

TABLE A'.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Saint Vincent and Saint Paul, Minn.	394.28	26005	6	.....	Breckinridge, Saint Vincent, Minn.	Saint Paul, Minneapolis and Manitoba.
		26004	..		East Saint Cloud, Barnesville, Minn.	.....do .....
		26003	..		Saint Paul, Sauk Rapids, Minn.	.....do .....
Sumner and Hampton, Iowa.	62.90	27051	6	.....	Sumner, Hampton, Iowa	Dubuque and Dakota ....
Sunbury and Lewistown, Pa.	50.00	8108	2	.....	Lewistown, Selin's Grove Junction, Pa.	Pennsylvania.....
		10002	..		Sunbury, Erie, Pa. ....	Northern Central .....
Switz City and Bedford, Ind.	41.29	22036	5	.....	Switz City, Bedford, Ind.	Bedford, Springville, Owensburgh & Bloomfield.
Switz City, Ind., and Effingham, Ill.	91.00	23026	6	.....	Effingham, Ill., Switz City, Ind.	Spring, Effingham, and S. E. and Bloomfield.
Syracuse, Auburn, and Rochester, N. Y.	104.00	6013	2	.....	Syracuse, Rochester, N. Y.	New York Central and Hudson River (Auburn branch).
Syracuse and Binghamton, N. Y.	80.00	6065	2	.....	Syracuse, Binghamton, N. Y.	Syracuse, Binghamton and New York.
Syracuse and Earlville, N. Y.	43.00	6071	2	.....	Syracuse, Earlville, N. Y.	Syracuse, Chenango and New York.
Tacoma, Wash., and Portland, Oreg.	105.00	43001	8	.....	Tacoma, Wash., Portland, Oreg.	North Pacific.....
Tama City, Iowa, and Elmore, Minn.	164.64	27052	6	.....	Tama City, Iowa, Elmore, Minn.	Chicago and Northwestern.
Tamaroa and Chester, Ill.	42.31	23047	6	.....	Chester, Tamaroa, Ill. ....	Wabash, Chester and Western.
Terre Haute and Evansville, Ind.	110.45	22012	5	.....	Terre Haute, Evansville, Ind.	Evansville and Terre Haute.
Terre Haute, Ind., and Peoria, Ill.	177.91	23048	6	.....	Terre Haute, Ind., Peoria, Ill.	Illinois Midland .....
Terre Haute and Worthington, Ind.	40.63	22030	5	.....	Terre Haute, Worthington, Ind.	Terre Haute and Southeastern.
Texarkana, Ark., and El Paso, Tex.	864.66	31010	7	127, 128.	Marshall, Tex., Texarkana, Ark.	Texas Pacific .....
		31009	..		Shreveport, La., El Paso, Tex.	.....do .....
Texarkana, Ark., and Houston, Tex.	335.06	31010	7	.....	Marshall, Tex., Texarkana, Ark.	.....do .....
		31009	..		Shreveport, La., El Paso, Tex.	.....do .....
		31006	..		Longview, Houston, Tex	International and Great Northern.
Texarkana, Ark., and Waco, Tex.	258.67	31025	7	.....	Texarkana, Ark., Waco, Tex.	Texas and Saint Louis...
Texarkana, Ark., and Whitesborough, Tex.	172.91	31011	7	.....	Whitesborough, Tex., Texarkana, Ark.	Texas and Pacific .....
Thomasville and Bainbridge, Ga.	37	15031	4	.....	Thomasville, Bainbridge, Ga.	Savannah, Florida and Western.
Toccoa and Elberton, Ga.	50.42	15026	4	.....	Toccoa, Elberton, Ga. ....	Elberton Air Line .....
Toledo and Bush, Ohio (u. o.).	175.85	21055	5	.....	Toledo, Bush (Ohio (n. o.))	Ohio Central.....
		21068	..		Columbus, Corning, Ohio.	.....do .....
Toledo, Ohio, and Chicago, Ill.	243	6052	9	99.....	Buffalo, N. Y., Chicago, Ill	Lake Shore and Michigan Southern.
Toledo and Cincinnati, Ohio.	203.36	21023	5	.....	Toledo, Dayton, Ohio ....	Dayton and Michigan ..
		21026	..		Dayton, Cincinnati, Ohio.	Cincinnati, Hamilton and Dayton.
Toledo and Columbus, Ohio.	125.38	21053	5	.....	Toledo, Columbus, Ohio..	Dayton and Southeastern
Toledo, Delphos, and Cincinnati, Ohio.	223.73	21061	5	.....	Toledo, Dodda, Ohio .....	Toledo, Cincinnati and Saint Louis.
		21078	..		Dodda, Cincinnati, Ohio	Cincinnati Northern.....
Toledo, Ohio, and La Fayette, Ind.	203.10	21019	5	112, 113.	Toledo, Ohio, Quincy, Ill.	Wabash, Saint Louis and Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
174.33	246,819	6	13	40	8 9	6	1	6	<sup>1</sup> Whole cars.
145.65									
74.30									
62.90	39,375	6	1	12	7	1	1	1	
45.00	31,300	6	1	6 6	6 6	1	1	1	
( <sup>2</sup> )									
41.29	25,847	6	1	6 7	4 6	1	1	1	<sup>3</sup> Five miles covered by the Williamsport and Baltimore R. P. O.
91.00	56,966	6	2	8 6	5 6	2	1	2	
( <sup>2</sup> )	65,104	6	41	21	8.10	2	2	4	<sup>3</sup> Covered by Albany and Rochester R. P. O. <sup>4</sup> Car used partly for mail apartment and partly for baggage.
80.00	50,080	6	1	14 7	7 6	2	1	2	
42.47	26,918	6	2	8	6	1	1	1	
105.00	65,730	6	2	22 6	9	2	1	2	<sup>5</sup> "The Railway Mail Service Designation" includes 41 miles additional by "Steamboat Service" between Portland and Kalama, on route 44100.
164.64	108,064	6	2	12 2	7 5	2	1	2	
42.31	26,486	6	1	10	7 4	1	1	1	
110.45	69,141	6	2	12 7	6	2	1	2	
177.91	111,371	6	2	11 10	9 6	3	1	3	
40.63	25,434	6	1	8 6	6 6	1	1	1	
74.56	631,201	7	8	24 7	9 1½	10	1	<sup>6</sup> 11	<sup>5</sup> One short stop.
790.00			3	17 2	9 1½				Texarkana, Ark., and Houston, Tex., R. P. O., also runs over this line between Texarkana, Ark., and Longview, Tex. <sup>6</sup> 74.66 miles of route included in Texarkana and El Paso R. P. O. <sup>7</sup> One short stop. <sup>8</sup> 22.90 miles of route included in Texarkana and El Paso R. P. O.
( <sup>8</sup> )	244,593	7	3	23 9	9 0	5	1	<sup>7</sup> 6	
( <sup>9</sup> )									
237.50									
258.67	188,829	7	1	10	7 9	4	1	4	
			1	8 9	7 3				
			1	11 8	7 9				
172.91	126,224	7	3	17 9	9 1½	3	1	3	
37	22,792	7	1	10 10	7 6	1	1	1	
50.42	31,562	6	1	11	6	1	1	1	
146.85	110,082	6	3	16	7	3	1	3	
( <sup>9</sup> )									<sup>9</sup> Covered by Columbus and Corning R. P. O. 29 miles.
( <sup>10</sup> )	115,118	6	2	36	9	4	1	<sup>10</sup> 6	<sup>10</sup> Miles of route included in New York and Chicago R. P. O. <sup>11</sup> Two short stops running between Toledo, Ohio, and Quincy, Mich., and Chicago, Ill., and Elkhart, Ind.
142.95	127,303	6	2	20	8 7	4	1	4	
60.41									
125.38	88,487	6	1	12 8	7 6	2	1	2	
			3	16	9				
192.55	108,860	6	2	12	6	4	1	4	260 days, 163.73 miles. 53 days, 223.73 miles.
31.18									
293.10	298,150	13	3	50	10	4	3	<sup>12</sup> 18	[Wayne. <sup>12</sup> Two short stops between Toledo and Fort <sup>13</sup> Night line.
			3	33	8 6	<sup>13</sup> 4	1	.....	



TABLE A¹.—Statement of railway postoffices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, termini of route.	Corporate title of company.
Toledo and Mansfield, Ohio.	87.98	21043	5	.....	Toledo, Mansfield, Ohio ..	Pennsylvania Co. (Northwestern Ohio).
Towanda and Bernice, Pa.	28	8060	2	.....	Towanda, Bernice, Pa. ....	State Line and Sullivan...
Toner City and Lebanon, Pa.	44	8059	2	.....	Lebanon, Toner City, Pa. .	Philadelphia and Reading (Lebanon and Toner City Branch).
Townsend, Del., and Centreville, Md.	36	10010	2	.....	Townsend, Del., Centreville, Md.	Queen Anne, Kent and Townsend.
Tracy City and Cowan, Tenn.	22.31	19010	5	.....	Tracy City, Cowan, Tenn.	Tennessee Coal and Railroad Company.
Tracy, Minn., and Huron, Dak.	136.40	26031	6	.....	Tracy, Minn., Pierre, Dak	Chicago and Northwestern.
Trenton and Adrian, Mich.	47.60	24036	9	.....	Grosse Isle, Mich., Fayette, Ohio.	Lake Shore and Michigan Southern.
		24001			Toledo, Ohio, Detroit, Mich.	.....do .....
		24002			Monroe, Adrian, Mich ..	.....do .....
Turkey River and Wadena, Iowa.	44.98	27039	6	.....	Turkey River, Wadena, Iowa.	Chicago, Milwaukee and Saint Paul.
Union City, Ind., Dayton, Ohio.	47.48	21022	5	.....	Union City, Ind., Dayton, Ohio.	Dayton and Union .....
Urbana and Havana, Ill.	103.14	23029	6	.....	Urbana, Havana, Ill. ....	Wabash, Saint Louis and Pacific.
Utica and Binghamton, N. Y.	96	6040	2	.....	Chenango Forks, Norwich, N. Y.	Delaware, Lackawanna and Western.
		6041			Utica, Norwich, N. Y. ....	.....do .....
		6065			Syracuse, Binghamton, N. Y.	Syracuse, Binghamton, and New York.
Utica and Randallesville, N. Y.	31	6057	2	.....	Utica, Smith Valley Station, N. Y.	Utica, Clinton and Binghamton.
Valley and Stromsburg, Nebr.	90.78	34008	6	.....	Valley, Stromsburg, Nebr.	Omaha and Republican Valley.
Vanceborough and Bangor, Me.	114.02	12	1, 5, 2, 4.		Bangor, Vanceborough, Me.	European and North American.
Vicksburgh, Miss., and Monroe, La.	76.16	30008	4	.....	Vicksburgh, Miss., Monroe, La.	Vicksburgh, Shreveport and Pacific.
Vilisca, Iowa, and Bigelow, Mo.	69.87	27009	6	.....	Vilisca, Iowa, Burlington Junction, Mo.	Chicago, Burlington and Quincy.
		28044			Bigelow, Burlington Junction, Mo.	Kansas City, St. Joseph and Council Bluffs.
Wabasha and Zumbrota, Minn.	59.09	26022	6	.....	Wabasha, Zumbrota, Minn.	Chicago, Milwaukee and Saint Paul.
Wadesboro', N. C., and Florence, S. C.	66.92	14006	4	.....	Florence, Cheraw, S. C. ....	Cheraw and Darlington..
		14014			Cheraw, S. C., Wadesboro, N. C.	Cheraw and Salisbury ...
Waldo and Ocala, Fla. ....	47.26	16011	4	.....	Waldo, Ocala, Fla. ....	Peninsular .....
Walla Walla, Wash., and Portland, Oreg.	158.00	44005	8	.....	The Dalles and Wallula	Oregon Railway and Navigation.
		43004	8		Walla Walla and Wallula	Walla Walla and Columbia River.
Washington, D. C., and Charlotte, N. C.	381	11002	3	17, 19..	Alexandria, Lynchburgh, Va.	Virginia Midland .....
		11016		18, 20..	Lynchburgh, North Danville, Va.	.....do .....
		11006			Richmond, Va., Charlotte, N. C.	Richmond and Danville..
		11018			Washington, D. C., Alexandria, Va.	Washington and Alexandria.
Washington, D. C., and Richmond, Va.	116	11001	3	1, 3, 9, 2, 4, 6.	Washington, D. C., Richmond, Va.	Richmond, Fredericksburgh and Potomac.
Washington and Knoxville, Iowa.	78.83	27016	6	.....	Washington, Knoxville, Iowa.	Chicago, Rock Island and Pacific.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
87.98	55,075	6	2	20	8 6	2	1	2	
28	17,528	6	1	6 1	7 9	1	1	1	
43.39	27,544	6	1	13 8	8 9	1	1	1	
36.34	22,536	6	1	20	6 4	1	1	1	<sup>1</sup> Car used partly for mail apartment and partly for baggage.
22.31	13,966	6	1	6	3	1	1	1	
136.40	99,572	7	3	16	7 6	2	1	2	
( <sup>2</sup> )	29,797	6	1	9	7	1	1	1	<sup>2</sup> 34.90 miles of route included in Adrian and Fayette R. P. O.
( <sup>3</sup> )									<sup>3</sup> 1.10 miles of route (Trenton to Chandler) included in Detroit and Toledo R. P. O.
( <sup>4</sup> )									<sup>4</sup> 11.60 miles of route (Cerbua to Adrian) included in Monroe and Adrian R. P. O.
44.98	28,157	6	1	7 10	7 3	1	1	1	
47.48	29,722	6	1	11	7 4	1	1	1	
103.14	64,565	6	1	10 6	6 9	2	1	2	
30.69	60,096	6	1	17	7 2	2	1	2	
54.50			<sup>5</sup> 1	17 3	6 7				<sup>5</sup> One reserve car.
( <sup>6</sup> )									<sup>6</sup> 11.27 miles covered by Syracuse and Binghamton R. P. O.
31.40	38,812	12	1	16 6	6 11	1	1	1	
90.78	56,828	6	2	12	6 6	2	1	2	
114.02	142,753	12	<sup>7</sup> 1 <sup>8</sup> 1 <sup>9</sup> 1	40 2 18 3 21 1	9 9 9 2 9 1	2 2 2	2 1 1	6	<sup>7</sup> Day line. <sup>8</sup> Night line. <sup>9</sup> Reserve car. On the day run there are 2 men to a crew; on the night run there is 1 man to a car.
76.16	55,596	7	1	9	8 6	2	1	2	
37.48	43,738	6	1	10 11 12 4	6 11 6 8	1	1	1	
32.39									
50.09	36,990	6	1	7	5 10	1	1	1	
40.90	41,891	6	1	13 6	8 3	1	1	1	
26.02									
47.26	29,584	6	1	11 6	6 10	1	1	1	
126.32	99,108	6	2	19 2	9	4	1	4	"The Railway Mail Service Designation" includes 117 miles additional by "Steamboat Service" between Portland and The Dalles, on route 44099.
32.00									
167	566,260	14	10	49 6	9 4	10	2	<sup>10</sup> 34	<sup>10</sup> 8 short stops between Washington, D.C., and Danville, Va.; 6 short stops between Washington, D.C., and Charlottesville, Va.
65									
142									
( <sup>11</sup> )									<sup>11</sup> Covered by Washington and Richmond R. P. O. 7 miles.
116	941,976	20	1	46 3 3 50	8 8 8 8	6 ( <sup>12</sup> )		20	<sup>12</sup> 2 crews have 4 men each, and 4 crews have 3 men each.
78.83	49,347	6	1	17 6	9 4	2	1	2	Clerks of this line run between Davenport, Iowa, and Washington, Iowa (65.50 miles) as helpers with Davenport, Iowa, and Cameron, Mo., R. P. O.

TABLE A<sup>1</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in italics.)	Distance run in miles.	Contract designation, terminal of route.	Corporate title of company.
Washington, Pa., and Wheeling, W. Va.	23	Washington, Pa., Wheeling, W. Va.	Baltimore and Ohio, (Wheeling, Pittsburg and Baltimore Branch).
Watertown and Madison, Wis.	39	Watertown, Madison, Wis.	Chicago, Milwaukee and Saint Paul.
Wausau and Milwaukee, Wis.	212	Milwaukee, Two Rivers, Wis. Manitowoc, Wausau, Wis.	Milwaukee, Lake Shore and Western. do
Way Cross and Albany, Ga.	111	Way Cross, Albany, Ga.	Savannah, Florida and Western.
Weir and Cherryvale, Kans.	50	Cherryvale, Weir, Kans.	Kansas City, Fort Scott and Gulf.
Wells River and Montpelier, Vt.	36	Wells River, Montpelier, Vt.	Montpelier and Wells River.
Wellsville, N. Y., and Eldred, Pa.	33	Wellsville, N. Y., Eldred, Pa.	Bradford, Eldred and Cuba.
West Lebanon, Ind., and Leroy, Ill.	76	West Lebanon, Ind., Leroy, Ill.	Wabash, Saint Louis and Pacific.
West Point and Richmond, Va.	38	Richmond, West Point, Va.	Richmond, York River and Charlotte.
West Winsted and Bridgeport, Conn.	62	Bridgeport, Winsted, Conn.	Naugatuck
White Cloud and Grand Rapids, Mich.	47	Grand Rapids, White Cloud, Mich.	Chicago and West Michigan.
White Heath and Decatur, Ill.	35	White Heath, Decatur, Ill.	Wabash, Saint Louis and Pacific.
White River Junction, Vt., and Springfield, Mass.	127	Springfield, Mass., South Junction, Vt. (n. o.). Miller's Falls, Mass., Brattleboro', Vt.	Connecticut River Central Vermont
		Brattleboro', Bellows Falls, Vt.	Vermont Valley
	2004	Bellows Falls, Windsor, Vt.	Sullivan
	2002	Windsor, Essex Junction, Vt.	Central Vermont
Whiting, Ala., and Pensacola, Fla.	46.29 16063 4	Whiting, Ala., and Pensacola, Fla.	Pensacola
Willimantic and New Haven, Conn.	54.62 5014 1 3, 8	New Haven, Willimantic, Conn.	Boston and New York Air Line.
Williamsburgh, Mass., and New Haven, Conn.	35.17 5010 1	New Haven, Conn., Williamsburgh, Mass.	New Haven and Northampton.
Williamsport, Pa., and Baltimore, Md.	180 8022 2 73 68. 10002	Sunbury, Erie, Pa. Baltimore, Md., Sunbury, Pa.	Northern Central do
Williamsport and Port Clinton, Pa.	121 3014 2	Port Clinton, Williamsport, Pa.	Philadelphia and Reading (Catawissa and Williamsport Branch).
Willows and Davisville, Cal.	74.39 46022 8	Willows, Davisville, Cal.	Northern
Wilmington, N. C., and Charleston, S. C.	213 14002 4 1, 2, 4. (Pt.) 14005	Wilmington, N. C., Florence, S. C. Florence, Charleston, S. C.	Wilmington, Columbia, and Augusta. Northeastern of South Carolina.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	Number of round trips with clerks per week.	Number of railway post-office cars or cars in which are mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
				Length, feet and inches.	Width, feet and inches.				
32.49	20,032	6	1	8 2	8 8	1	1	1	
29.05	24,445	6	1	13 7	7 5	1	1	1	
77.75	132,724	6	13	14	7 10	4	1	4	<sup>1</sup> One car in reserve.
134.27									
165.24	120,625	7	1	12 6	8 2	3	1	3	Closed mails in care of conductor from Way Cross to Dupont, 6 round trips per week.
50.33	81,506	6	1	9 4	5 10	1	1	1	
38.80	34,288	6	<sup>2</sup> 2	4 11	8 9	1	1	1	<sup>2</sup> One of these cars is held as a reserve car.
32.44	20,032	6	<sup>2</sup> 2	12 6	6	1	1	1	<sup>2</sup> Reserve cars.
76.50	47,889	6	2	7 5	5 0	1	1	1	
38	23,788	6	1	7 10	6 6	2	1	2	
62.03	77,661	12	1	10 6	6 9	1	1	1	
			<sup>1</sup> 1	15 10	5 10	2	1	<sup>4</sup> 3	<sup>4</sup> Relief clerk to one man once in 4 weeks; also relieves Danville and South Norwalk once in 4 weeks; New Hartford and Farmington, once in 8 weeks; Litchfield and Bethel clerks once in 8 weeks. The other clerk is relieved once in 4 weeks. (See column of remarks, Hartford and Millerton R. P. O.)
			<sup>1</sup> 1	15 6	6 6				
			<sup>1</sup> 1	18	6 6				<sup>5</sup> Reserve car.
47.03	29,440	6	1	12	6	1	1	1	
35.15	22,003	6	1	8	7 4	1	1	1	
( <sup>6</sup> )	79,933	6	<sup>2</sup> 2	23 6	6 6	2	1	2	<sup>6</sup> Covered by Newport and Springfield P. P. O. 52.94 miles.
( <sup>5</sup> )			<sup>1</sup> 1	16 6	6 4				<sup>7</sup> One of these cars is held as a reserve car.
( <sup>10</sup> )			<sup>1</sup> 1	18	6 6				<sup>8</sup> Covered by Brattleboro' and Palmer R. P. O. 10.28 miles.
( <sup>11</sup> )									<sup>9</sup> Reserve cars.
( <sup>12</sup> )									<sup>10</sup> Covered by Newport and Springfield R. P. O. 24.02 miles.
									<sup>11</sup> Covered by Newport and Springfield R. P. O. 26.32 miles.
									<sup>12</sup> Covered by Newport and Springfield R. P. O. 14.13 miles.
45.29	28,351	6	1	12	9	1	1	1	The Keene and Springfield clerk runs from West Northfield to Springfield, Mass., with this clerk.
54.62	34,192	6	1	13 6	6 11	1	1	<sup>13</sup> 2	Closed mails in care of conductor from Whiting to Pensacola, 7 round trips per week.
			<sup>14</sup> 1	10 5	6 10				<sup>13</sup> One relief clerk; also, relieves New London and New Haven and New Haven and New York clerks.
85.17	106,632	12	1	15 5	6 10	3	1	8	<sup>14</sup> Reserve car.
			1	15 5	6 7				
39.60	112,680	6	<sup>15</sup> 1	14 10	6 7				<sup>15</sup> Reserve car.
140.70			<sup>16</sup> 3	40	8 4	3	3	<sup>17</sup> 10	<sup>16</sup> Two reserve cars.
			<sup>16</sup> 1	45	8 4				<sup>17</sup> One short stop between Williamsport and Harrisburg.
121.13	75,746	6	<sup>18</sup> 1	14	8 6	2	1	2	<sup>18</sup> One reserve car.
			2	11 6	8 6				
74.39	46,568	6	2	8 9½	8 11	2	1	2	
110	309,520	14	3	42	8 6	3	1	11	
102			1	42 6	8 10	4	2		
			1	44 6	8 6				

TABLE A¹.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which postal cars are paid for, in <i>italics</i> ).	Distance run in miles.	Number of route.	Division.	Number of train on monthly schedule of through mails.	Contract designation, terminal of route.	Corporate title of company.
Wilmington and Charlotte, N. C.	187	13003	3	.....	Wilmington, Charlotte, N. C.	Carolina Central .....
Wilmington, Del., and Landenburgh, Pa.	21	9505	2	.....	Wilmington, Del., Landenburgh, Pa.	Delaware Western.....
Wilton Junction and Council Bluffs, Iowa.	292.30	27014	6	137, 142	Davenport, Missouri River, Iowa.	Chicago, Rock Island and Pacific.
Winchendon and Palmer, Mass.	49.67	3030	1	.....	Palmer, Winchendon, Mass.	Boston and Albany .....
Winchendon and Worcester, Mass.	37.92	3057	1	.....	Worcester, Winchendon, Mass.	Boston, Barre and Gardner.
Winona and Sleepy Eye, Minn.	189.56	26015	6	.....	Winona, Saint Peter, Minn.	Chicago and Northwestern.
		26014	..		Saint Peter, Watertown, Minn.	.....do .....
Woodman, Wis., and Galena, Ill.	110.63	25025	6	.....	Galena, Ill., Woodman, Wis.	....do .....
		25042	..		Lancaster Junction, Lancaster, Wis.	.....do .....
		25043	..		Plattville Junction, Plattville, Wis.	.....do .....
Worcester, Mass., and Norwich, Conn.	60.69	5001	1	.....	Norwich, Conn., Worcester, Mass.	New York and New England.
Worcester, Mass., and Providence, R. I.	43.92	4001	1	.....	Providence, R. I., Worcester, Mass.	Providence and Worcester.
Worthington, Minn., and Sioux Falls, Dak.	63.07	26020	6	.....	Worthington, Minn., Salem, Dak.	Chicago, Saint Paul and Omaha.
Xenia, Ohio, and Richmond, Ind.	59.05	21011	5	.....	Xenia, Dayton, Ohio	Pittsburgh, Cincinnati and Saint Louis.
		21060	..		Dayton, Ohio, Richmond, Ind.	.....do .....
Yates City and Rushville, Ill.	63.92	23008	6	.....	Rushville, Yates City, Ill	Chicago, Burlington and Quincy.
York and Delta, Pa	35	8092	2	.....	York, Delta, Pa	Peach Bottom .....
Ypsilanti and Bankers, Mich.	65.50	24024	9	.....	Ypsilanti, Bankers, Mich.	Lake Shore and Michigan Southern.

in the United States on June 30, 1882—Continued.

Miles of route.	Annual miles of service.	mail apartments.	Dimensions of cars or apartments.		Number of crews.	Number of clerks to crew.	Total number of clerks at work on line.	Remarks.
			Length, feet and inches.	Width, feet and inches.				
187	117,	3	14	7	3	1	3	
20.52	13,140	6	12 7 6	6 10	1	1	1	<sup>1</sup> One reserve car.
*263.00	182,979	6	*3 50	8 4	4	2	8	<sup>2</sup> Difference in distance (28.70 miles) covered by Chicago, Ill., and Iowa City, Iowa, R. P. O. <sup>3</sup> Cars run through between Chicago, Ill., and Council Bluffs, Iowa, covering Chicago, Ill., and Iowa City, Iowa, R. P. O. <sup>4</sup> One of these cars is held as a reserve car.
49.67	21,003	6	*2 9 6	6	1	1	1	
(*)	23,737	6	<sup>1</sup> 8	6 6	1	1	1	<sup>5</sup> Covered by Peterborough and Worcester R. P. O. 37.92 miles. <sup>6</sup> Reserve car.
145.15	118,664	6	*1 16	7 7	3	1	3	<sup>7</sup> Cars run between Elroy, Wis., and Sleepy Eye, Minn., covering Elroy, Wis., and Wisconsin, Minn., R. A.
44.41	.....	*1	15 3	7 7				
76.27	69,254	6	2 8	6	2	1	2	
*12.34	.....	*1	10 14	5 11	.....	.....	.....	<sup>8</sup> Postal clerks cover this distance twice daily except Sundays, running from Lancaster Junction to Lancaster, Wis., and from Plattville Junction to Plattville, Wis., and return on their trips north and south.
*4.64	.....							
60.69	37,991	6	<sup>1</sup> 12 2	7	1	1	1	<sup>9</sup> Reserve. <sup>10</sup> Reserve car.
		<sup>10</sup> 1	10	6	.....	.....	.....	This clerk is relieved once in 4 weeks. (See column of remarks, Boston and Willimantic R. P. O.)
43.92	54,987	12	<sup>1</sup> 12 8	6 2	2	1	<sup>11</sup> 3	<sup>11</sup> One relief clerk; also, relieves Providence and Willimantic clerk.
		<sup>1</sup> 1	14 5	6 2				
		<sup>12</sup> 1	12 6	6				<sup>12</sup> Reserve car.
63.07	39,481	0	<sup>1</sup> 11 9	9 4	1	1	1	
16.89	36,965	6	1 15 3	8 4	1	1	1	
42.16								
63.92	40,013	6	<sup>1</sup> 13 7½	7 1	1	1	1	
38.24	21,910	6	<sup>10</sup> 1 13 8	7 6	1	1	1	<sup>13</sup> Reserve car.
		<sup>1</sup> 1	8 7	7				
65.50	41,003	6	<sup>1</sup> 1 8 9	7	1	1	1	

TABLE A'.—Statement of railway post-offices in operation in the United States on June 30, 1882.

RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway postal clerks on lines.*	Miles run by clerks.	Miles of railroad over which clerks run.	Annual miles of railroad service performed by clerks.	Number of cars and apartments.				Total number of letters and pieces of ordinary mail matter handled.	Total registered packages handled.	Total pouches handled.
							Whole cars in use.	Whole cars in reserve.	Apartment in use.	Apartment in reserve.			
First.....	78	180	323	6,744.60	4,874.80	5,983,617	16	1	116	60	193	1,138,791	60,302
Second.....	148	272	443	11,677.00	10,134.84	9,456,950	33	4	228	88	353	2,185,738	98,461
Third.....	39	103	159	4,677.00	4,462.00	4,039,776	33		69		102	1,019,087	45,910
Fourth.....	59	162	203	8,200.25	7,941.63	6,749,934	25		118		143	1,251,741	83,991
Fifth.....	114	327	522	16,845.34	13,933.70	12,473,416	59		195		254	1,974,890	129,910
Sixth.....	181	458	659	24,417.98	22,849.56	16,621,665	75	7	230	52	364	3,065,270	53,098
Seventh.....	86	258	347	15,634.68	14,895.92	11,746,117	30	2	185	23	240	2,027,973	42,649
Eighth.....	22	69	89	4,108.44	4,058.03	3,016,883	18		30		48	639,876	8,012
Ninth.....	42	135	377	5,981.73	4,714.55	5,653,080	29	10	58	10	107	930,944	100,150
Total.....	769	1,964	3,122	98,287.02	87,865.03	75,741,438	318	24	1,229	233	1,804	14,234,310	570,483

\* Not including details as chief clerks, transfer clerks, and for clerical duty, and running upon steamboats.

Total miles of railroad route (including terminal distances from depots to post-offices)	100,563
Total miles of railroad route over which railway postal clerks run	87,865
Total miles of railroad route upon which there is no railway postal service by clerks	12,698
Total annual miles of railway service by postal clerks	75,741,438
Total annual miles of railway service, express mails and closed pouches	38,253,880
Average annual distance run by each postal clerk	38,564

The divisions are constituted as follows: 1st division, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; 2d division, New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland; 3d division, Maryland (excluding the Eastern Shore), Virginia, West Virginia, North Carolina, and the District of Columbia; 4th division, South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana; 5th division, Ohio, Indiana, Kentucky, and Tennessee; 6th division, Wisconsin, Illinois, Iowa, Nebraska, Minnesota, Upper Peninsula of Michigan, and the Territories of Dakota and Wyoming; 7th division, Missouri, Kansas, Arkansas, Texas, Colorado, and the Indian Territory and Territory of New Mexico; 8th division, California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington; 9th division, the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan.

TABLE B'.—Comparative statement of the railway mail service, 1830 to 1882.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Number of employes of railway mail service.	Annual expenditure for all employes of the railway mail service.
1830.....	23					
1831.....	95					
1832.....	229					
1833.....	380					
1834.....	633	78				
1835.....	1,098					
1836.....	1,273		*1,878,296			
1837.....	1,497	974	*1,793,024	*307,444		
1838.....	1,913		*2,413,090	*410,488		
1839.....	2,302		*3,396,055	*520,602		
1840.....	2,818		*3,889,053	*595,353		
1841.....	3,535		*3,946,450	*585,843		
1842.....	4,026	3,091	*4,424,262	432,568		*\$22,987
1843.....	4,185		*5,692,402	*733,687		†28,965
1844.....	4,377	3,714	*5,747,355	531,752		†29,744
1845.....	4,633		*6,484,592	*843,430	43	†37,513
1846.....	4,930	4,092	*7,781,828	*870,570		†42,406
1847.....	5,598	4,402	4,170,403	597,475	†186	†46,153
1848.....	5,996	4,735	4,327,400	584,192		†54,063
1849.....	7,365	5,497	4,861,177	635,740		†61,512
1850.....	9,021	6,886	6,524,593	818,227		†107,042
1851.....	10,982	8,255	8,364,503	985,019	148	†145,897
1852.....	12,908	10,146	11,082,768	1,275,520	185	†196,936
1853.....	15,360	12,415	12,986,705	1,601,329	235	†176,722
1854.....	16,720	14,440	15,433,389	1,758,610	257	†197,090
1855.....	18,374	18,333	19,202,469	2,073,089	348	†254,498
1856.....	22,016	20,323	21,809,296	2,310,389	394	†287,187
1857.....	24,503	22,530	24,267,944	2,559,847	451	†339,388
1858.....	26,968	24,431	25,763,452	2,828,301	491	†392,739
1859.....	28,789	26,010	27,268,384	3,243,974	548	†429,175
1860.....	30,635	27,129	27,653,749	3,349,662	582	†405,819
1861.....	31,286	†22,018	†23,116,823	†2,543,709	†427	†314,179
1862.....	33,170	†21,338	†22,777,219	†2,498,115	†474	†295,823
1863.....	33,908	†22,152	†22,871,558	†2,538,517	†525	†324,524
1864.....	35,085	†22,616	†23,301,942	†2,567,044	†572	†352,701
1865.....	36,801	†23,401	†24,087,568	†2,707,421	†612	†342,071
1866.....	39,250	32,092	30,609,467	3,391,592	702	542,401
1867.....	42,229	34,015	32,437,900	3,812,600	827	729,680
1868.....	42,229	36,018	34,886,178	4,177,126	995	839,975
1869.....	46,844	39,537	41,399,284	4,723,680	1,129	973,560
1870.....	52,914	43,727	47,551,970	5,128,901	1,106	1,109,140
1871.....	60,283	49,834	55,557,048	5,724,979	1,382	1,441,020
1872.....	66,171	57,911	62,491,749	6,502,771	1,647	1,709,546
1873.....	70,278	63,457	65,621,445	7,257,196	1,895	1,958,876
1874.....	72,383	67,734	72,460,545	8,589,663	2,175	2,186,330
1875.....	74,096	70,083	75,154,910	9,216,518	2,242	2,410,490
1876.....	76,808	72,348	77,741,172	9,543,134	2,415	2,504,140
1877.....	79,089	74,546	85,358,710	9,053,936	2,500	2,484,846
1878.....	81,776	77,120	92,120,395	9,566,595	2,608	2,579,013
1879.....	86,497	79,991	93,092,902	9,792,589	2,609	2,624,890
1880.....	93,671	85,320	96,497,463	10,648,986	2,946	2,850,980
1881.....	104,813	91,569	103,521,229	11,963,117	3,177	3,108,801
1882.....	†	100,563	113,995,318	13,127,715	3,570	3,486,779

\* Including steamboat service, no separate report.

† Service suspended in Southern States.

‡ Including mail-messenger service.

¶ This column is taken from Poor's Manual, and is made up to the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The cost of service and of employes of the railway mail service is taken from the reports of the Second Assistant Postmaster-General.



TABLE C<sup>1</sup>.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1882.

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other mail matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.
First .....	5,338,997	213,559,880	649,788	97,468,200	811,028,080	1,138,791	60,302
Second .....	6,787,307	269,492,280	993,823	149,073,450	418,565,730	2,185,738	98,461
Third .....	2,762,985	110,519,400	541,166	81,174,900	191,694,300	1,019,087	45,910
Fourth .....	3,015,428	120,617,120	488,179	73,226,850	193,843,970	1,251,741	33,991
Fifth .....	9,140,420	365,616,800	1,662,432	249,364,800	614,981,600	1,974,890	129,910
Sixth .....	11,750,485	470,019,400	1,772,637	265,895,550	735,914,950	3,065,270	53,098
Seventh .....	7,762,072	310,482,880	1,184,411	176,661,650	487,144,530	2,027,973	42,649
Eighth .....	1,662,486	66,499,440	256,189	38,428,350	104,927,790	639,876	8,012
Ninth .....	5,710,167	228,406,680	979,219	146,882,850	375,269,530	930,944	100,150
Total...	53,880,347	2,155,213,880	8,527,844	1,278,176,600	3,433,390,480	14,234,310	570,483

Whole number of pieces of mail handled in 1882 .....	3,433,390,480
Whole number of pieces of mail handled in 1881 .....	2,853,280,070
Increase .....	580,110,410

Percentage of increase, 1882 over 1881, 20.33.  
Percentage of increase, 1881 over 1880, 7.33.

Packages, pouches, and cases of registered matter handled in 1882 .....	14,804,793
Packages, pouches, and cases of registered matter handled in 1881 .....	12,028,765
Increase .....	2,776,028
Percentage of increase, 1882 over 1881, 23.09.	
Percentage of increase, 1881 over 1880, 2.78.	

TABLE D<sup>1</sup>.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1882.

Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Number of letter packages.	Missent.			Misdirected.			Number of errors checked against other employees.
				Number of pouches.	Number of sacks.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of sacks.	
First .....	13,282	21,389	1,055	641	163	43	25	62	30	39,165
Second .....	33,053	61,829	526	575	184	13	92	35	13	105,984
Third .....	18,201	35,465	201	8	24	*45	41	1	43	56,721
Fourth .....	32,024	59,736	656	156	46	39	69	30	43	125,502
Fifth .....	104,487	214,520	1,367	161	219	†48	257	51	65	608,668
Sixth .....	88,428	180,508	1,665	395	116	73	442	96	151	344,282
Seventh .....	68,472	131,873	1,890	425	330	244	229	8	26	298,623
Eighth .....	4,028	5,815	88	.....	1	2	23	.....	.....	32,922
Ninth .....	72,294	191,354	1,553	1,279	229	52	199	37	70	59,431
Total .....	434,269	902,489	9,001	3,640	1,312	559	1,377	320	441	1,671,388

\* Including 12 registered pouches.                      † Including 5 registered pouches.

RECAPITULATION.

Number of letters and pieces of other mail distributed in 1882.....	3, 433, 390, 480
Number of errors made in the distribution of the same.....	902, 489
Number of letters and pieces of other mail distributed to each error, 1882 .....	3, 805
Number of letters and pieces of other mail distributed to each error, 1881 .....	3, 624
Percentage of correct distribution, 1882 .....	99. 97+
Percentage of correct distribution, 1881 .....	99. 97+

TABLE E¹.—Statement of errors in the distributing and forwarding of mails by post-offices during the fiscal year ended June 30, 1882.

Division.	Number of incorrect alips.	Number of errors on in-correct alips.	Number of letter packages.	Missent.			Misdirected.		
				Number of pouches.	Number of sacks.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of sacks.
First.....	14, 216	24, 001	240	27	4	16	74	19	8
Second.....	76, 709	180, 545	758	10	7	18	581	46	209
Third.....	14, 495	33, 118	162	4	10	3	103	7	22
Fourth.....	9, 418	16, 973	135	17	10	9	60	8	17
Fifth.....	8, 405	15, 722	100	3	3	3	68	2	13
Sixth.....	39, 854	62, 691	425	40	8	2	181	38	16
Seventh.....	26, 369	53, 633	616	226	61	*195	65	12	25
Eighth.....	7, 083	9, 203	106	1	7	13	22	.....	10
Ninth.....	6, 093	9, 860	168	68	18	16	76	80	8
Total.....	202, 642	405, 746	2, 710	396	128	275	1, 280	157	418

\* Including 5 through registered pouches.

TABLE F¹.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1882.

Division.	Number of examinations.	Number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First.....	550	311, 554	301, 607	9, 482	465	96. 80	100. 00	70. 84
Second.....	463	1, 056, 736	648, 389	89, 609	318, 738	61. 35	99. 80	15. 78
Third.....	132	116, 771	98, 620	9, 076	9, 075	84. 45	99. 31	24. 83
Fourth.....	418	189, 278	182, 744	5, 045	1, 489	96. 54	100. 00	64. 30
Fifth.....	420	338, 594	290, 998	21, 541	26, 055	85. 90	*99. 50	41. 90
Sixth.....	213	244, 279	227, 454	9, 311	7, 514	93. 11	(†)	(†)
Seventh.....	252	195, 172	170, 993	17, 163	7, 016	87. 60	100. 00	32. 00
Eighth.....	28	43, 543	43, 031	106	406	98. 82	100. 00	90. 04
Ninth.....	422	644, 703	455, 508	47, 403	141, 702	70. 66	100. 00	1. 60
Total.....	2, 898	3, 140, 630	2, 419, 943	208, 736	512, 460	77. 05	.....	.....

\* On a distribution of 5,500 cards.

† Not reported.

TABLE G'.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1882.

Divisions.	Number of probationary ap- pointments.	Number of examinations.	Number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.	Number of probationers who received permanent ap- pointments.	Average per cent. correct during probation made by those permanently ap- pointed.	Number dropped during pro- bation, including those permitted to resign.	Percentage of probationary appointees who failed to pass final examinations.	Average per cent. cards cor- rect of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Percent. correct required for permanent appointment.
First .....	56	88	53,957	51,328	2,609	20	95.12	48	95.12	8	14.28	(*)	100.00	7.10	90
Second .....	222	381	887,429	302,370	43,008	542,051	34.07	58	38.78	19	8.55	19.92	98.09	1.08	90
Third .....	32	133	94,623	56,274	7,549	30,800	59.47	9	79.85	11	34.37	39.54	98.16	38.43	90
Fourth .....	86	592	259,338	244,811	10,819	3,708	94.39	22	94.06	21	24.41	67.76	100.00	69.72	75
Fifth .....	210	628	529,452	385,219	73,598	70,635	72.75	43	88.87	35	16.66	56.21	99.90	61.96	96
Sixth .....	(*)	105	91,505	58,045	6,785	26,675	63.66	(*)	(*)	(*)	(*)	(*)	(*)	(*)	90
Seventh .....	145	316	198,897	164,418	20,627	13,852	82.66	70	88.73	32	22.06	70.42	100.00	7.00	90
Eighth .....	32	26	25,814	24,794	138	882	96.04	12	96.49	4	12.50	91.60	100.00	90.23	90
Ninth .....	244	474	485,231	254,048	37,871	193,312	52.25	36	62.00	78	31.96	45.55	99.86	2.70	62
Total .....															

\* Not reported.

TABLE H<sup>1</sup>.

*Statement of casualties in the railway mail service during the fiscal year ended June 30, 1882.*

*July 1, 1881.*—The freight train and construction train collided this morning at 8.20 near Corinth, Miss., wrecking the mail car. The mail was transferred to a baggage car and distributed along the line as far as practicable, as most of it was made up. The mails were delayed but none lost, and no one was injured.

*July 1, 1881.*—Train collided with a freight train at Templeton, Ind., smashing the postal car. The mail was transferred to a baggage car and taken to Chicago. No local work could be done north of Templeton, and all the connections were missed.

*July 1, 1881.*—At 3.48 this afternoon a postal clerk on the fast train from Saint Louis to Indianapolis on the Vandalia Railroad, threw a leather pouch from the mail car at Harmony, Ind., in such a manner that the pouch was drawn under the train and badly mutilated. The mail in the pouch was cut up and most of it destroyed. There were no registered packages in the pouch.

*July 13, 1881.*—Train leaving Nashville, Tenn., at 8.40 a. m. for Evansville, Ind., was wrecked and the mail car overturned. Nobody was hurt and nothing lost and the mail transferred in good order.

*July 13, 1881.*—A fire, originating it is supposed from cinders from the engine, broke out in the Decatur and Montgomery R. P. O. this day, badly burning registered pouches Nos. 3023 and 2886 and four canvas sacks of mail. The contents of all the pouches were saved, though the mail was more or less damaged.

*July 22, 1881.*—The steamer Marlin Speed sank this morning 65 miles above Pine Bluff at 2 o'clock, but all the mail was saved.

*July 23, 1881.*—The steamer Cornie Brandon sank to-day about 90 miles below Shreveport, La. The mail was somewhat damaged by the mud and water, but was saved and forwarded to destination.

*July 24, 1881.*—Train No. 2 left Cheyenne for Denver to-day 6 hours late, and when about 3 miles south of Berthoud, Colo., while running over a culvert, which was washed out by the heavy rains, broke through demolishing the engine, tender, and mail car. The engineer was killed outright and the foreman of the car was badly wounded. J. D. La Course, the route agent on the mail car, was cut about the face and otherwise bruised, but succeeded in saving all the registered matter and most of the other mail, the rest being totally destroyed and carried off by the water.

*July 31, 1881.*—The United States mail packet Osceola Belle was totally destroyed by fire between 6 and 7 o'clock in the evening. The personal effects of the mail messenger, together with some of the government property were burned, but the mail was saved.

*August 4, 1881.*—About 1 mile north of Plaquemine the engine of train No. 3 left the track and ran into the ditch, badly damaging the postal car. All of the mail was saved and was forwarded to destination after some detention.

*August 6, 1881.*—Train wrecked 6 miles east of Kokomo, Ind. Engine smashed and mail car thrown on its side. Mail all safe but delayed 13 hours.

*August 6, 1881.*—Steamer Plow Boy was sunk in the Arkansas River this morning, about 25 miles above Pine Bluff. The mail was saved and delivered by stage mail.

*August 8, 1881.*—Mail steamer Laura Lee went aground this morning. The mail was saved, but delayed 24 hours, when it was transferred to agent on the Fanchon on its north run.

*August 17, 1881.*—A freight train ran into the mail car at Emporia Junction, on the Atchison, Topeka and Santa Fé Railroad, knocking the mail car on its side. The letter mail and part of the paper mail were damaged by the water from the buckets and cooler, and oil from three lamps that were broken. All of the mail was gathered and turned over to the postmaster at Parsons, Kans.

*August 24, 1881.*—Train was ditched at Converse, Mo. Route Agent J. N. Thomas, in charge of the mail car, was considerably bruised, but not enough to disable him from duty. The mail was saved and properly forwarded.

*September 5, 1891.*—Train No. 91, west bound, was wrecked near Shenandoah, Iowa, the mail car and two passenger cars falling down an embankment 10 feet high. The route agent, Jacob Heiman, was slightly bruised. A small quantity of mail was so badly damaged that it could not be forwarded. The rest was saved and cared for.

*September 13, 1881.*—While the Washington and Richmond railway post-office car was standing in the depot at Washington, D. C., it was run into by the shifting engine, throwing two sections of the letter cases into the middle of the floor, breaking three lamps and soaking several hundred letters with oil. The letters were forwarded to their destination.

*September 24, 1881.*—Tornado caught us at West Quincy, blowing the doors open and the ventilator from off the top of the car, wetting all of the letters. Water stood 6 inches high on the floor of the car.

*September 26, 1881.*—By a collision between trains Nos. 40 and 47, Richmond, Va., and Wilmington, N. C., railway post-office, at Chester, Va., W. S. Hawkins, who was on duty on No. 40, and G. P. Rourk, on No. 47, were severely injured. N. B. Jones, of the same line, is now unable to perform duty on account of injuries received a few days ago. The mail was secured and transferred to another car without its having sustained any damage.

*September 29, 1881.*—The mail train on the Fort Dodge and Des Moines line encountered a very severe wind-storm near Ripley, Iowa, and the entire train was blown off the track and overturned. Route Agent Luther L. Cassidy received a severe cut on one wrist and was very much shook up.

*October 1, 1881.*—Pouch was thrown under train at Mount Vernon, Iowa, cutting it up and badly damaging the paper mail. The letter mail was not injured. Pouch and contents were recovered by the postmaster.

*October 3, 1881.*—Postal car Montgomery, M. W. King in charge, was completely wrecked south of Bay Minette, Ala. Mr. King was badly bruised and internally injured. A part of the mail was damaged by the oil from broken lamps and by dirt and water. Most of it was recovered and forwarded.

*October 27, 1881.*—The steamer Jennie Gilchrist was sunk in the Mississippi River at the railroad-bridge between Rock Island, Ill. and Davenport, Iowa, and two pouches containing two registered packages were lost.

*October 21, 1881.*—Within 2 miles of Augusta, Ga., the engine of the train ran over a cow, throwing it under the mail car causing a complete smash-up. The flooring of the mail car was ripped up forcing the wheels through. The mail was transferred to another car without delay and forwarded.

*November 7, 1881.*—An accident occurred to the train of the Gaylord and Bay City agent, bound south, by which the mail car was badly damaged and the passenger coaches partially destroyed. The agent was not seriously injured, and none of the mail was lost. He has not been able to find his postmarking stamp since the accident.

*November 13, 1881.*—Mail car out of Cleveland, Tenn., ran off the track. No one injured, and no mail lost. Mail was delayed 3 hours.

*November 17, 1881.*—Train No. 15, Lehigh Valley Railroad, was wrecked at Wyalusing, and the mail badly scorched. With the exception of one pouch, that was burned, the mail was forwarded.

*November 19, 1881.*—The Havana and Springfield train bound south fell through a bridge 5 miles north of Springfield. Route Agent W. S. Allen was considerably hurt. The mail was all saved.

*November 28, 1881.*—Pouch and sack thrown off at Broken Straw, N. Y., struck edge of platform and bounded back against the car, badly damaging the canvas sack containing the paper mail, which was partially destroyed. The pouch was uninjured.

*December 4, 1881.*—Passenger train on the Western North Carolina Railroad ran off the track, and was precipitated down an embankment. There was a mail car attached to the train, which was completely wrecked.

*December 5, 1881.*—An accident occurred to the Louisville and Nashville railway post-office, bound north, train No. 4, day line, at Madison, Tenn., caused by the locomotive breaking loose from the train. The automatic brake on the remainder of the train failed to act, letting the cars overtake the engine, which was standing still. The shock was so great as to break in the front end of the postal car, knocking down the letter case and breaking the pouch rack. J. M. Bailhache, head clerk, and J. B. Brawner, assistant clerk, were on duty, and were both thrown down and somewhat injured. Mr. Bailhache was unable to perform duty for one week, and Mr. Brawner has not been on duty since the accident (December 19). A portion of the letter mail was damaged by water, but all was recovered from the wreck, and forwarded to destination.

*December 20, 1881.*—Mail steamer J. S. Hopkins, running between Evansville, Ind., and Cairo, Ill., was totally burned. The government property on the boat was destroyed, but the mail was saved.

*December 23, 1881.*—Mail train between Peoria, Ill., and Evansville, Ind., was ditched and wrecked near Lincoln, Ill. No mail lost. Route Agent O. F. Ashmore was badly bruised.

*December 23, 1881.*—A fire broke out in the Boston and Troy railway post-office, destroying some sacks of paper mail. It was extinguished before any material damage was done.

*December 24, 1881.*—Mail sack was thrown against the station-house at Pataskala, Ohio, rebounding and falling under the cars. The sack was badly damaged, but the contents were saved.

*December 27, 1881.*—Mail car No. 1 on the Texas and Saint Louis Railroad was burned near Wheatville, Tex. All the mail, with the exception of one registered package, was saved and delivered.

*December 28, 1881.*—Train No. 2, with postal car, collided with helper engine. No damage was done to the mail, but Route Agent S. N. Jackson was severely bruised in jumping from the car.

*January 1, 1882.*—The baggage car on train No. 5, Canada Southern Railroad, was totally destroyed by fire this morning. It contained all the letter and paper mail for Michigan. The letter mail was very badly



damaged by the water, while the paper mail was almost totally ruined. What was saved was sent to the Detroit post-office and there delivered.

*January 1, 1882.*—Baggage car on train No. 5, Pacific Express, caught on fire between Highgate and Ridgetown, and a number of bags containing mail matter were destroyed.

*January 2, 1882.*—The train of the Boston and Albany railway post-office, while passing a point  $1\frac{1}{2}$  miles east of Wells, Me., broke through an iron bridge, causing the rear passenger cars to crush in the end of the postal car, which almost immediately took fire. The postal car and mail, with exception of one pouch, four registered packages, and books for record of registered mail, and a few letters picked up from the floor, were burned to ashes. N. G. Giddings, head clerk in charge of the postal, was bruised about the face, and, in endeavoring to save the mail, had his hair and whiskers singed by the fire.

*January 5, 1882.*—Mail bag was thrown from train at Cartersburgh, Ind., in such a manner that it was drawn under the cars and cut to pieces. Most of the mail was ruined.

*January 6, 1882.*—Mail car on Quincy and Trenton route was ditched near Milan. Route Agent John W. Potter was slightly injured. All the mail was saved and forwarded.

*January 6, 1882.*—Pouch thrown off at Stockwell, Ind., was drawn under the train and cut to pieces, badly damaging the contents.

*January 15, 1882.*—An accident occurred to train No. 50, Virginia Midland Railroad, near Rockfish, Va., in which the engineer was killed outright and the fireman very severely injured. Route Agent James W. Gleeson was thrown on his face, sustaining painful bruises. The mail was all saved and transferred to another train.

*January 17, 1882.*—Mail car of West Lebanon, Ind., and Le Roy, Ill., line was thrown off the track at Hedrick, Ind., and overturned. The letter mail was soaked with oil from an overturned can, but was all collected and forwarded to destination.

*January 20, 1882.*—Mail car of route from Fargo to Bismarck was thrown from the track near Spiritwood, Dak., and partially destroyed by fire. About half a dozen letters were entirely consumed and nineteen so badly defaced that they were unreadable. The balance of the mail was unharmed and properly forwarded.

*January 21, 1882.*—The railway post-office trains on the Charleston and Savannah Railroad collided near Adams Run, S. C., some 27 miles from Charleston, S. C. The south-bound postal car, No. 40, was in charge of Head Clerk H. A. Fox, Clerk B. H. Craft, and Acting Route Agent George E. Osborne. The north-bound postal, No. 43, was in charge of Clerk W. H. Burbridge, accompanied by Chief Head Clerk Mansfield. The two postal cars were completely demolished. Head Clerk Fox was instantly killed, Clerk W. H. Burbridge fatally wounded (since died), Acting Route Agent George A. Osborne fatally wounded (since died), Chief Head Clerk R. E. Mansfield seriously injured in the back and scalded, and Clerk B. H. Craft (colored) seriously wounded. His left arm was broken, left knee-cap dislocated, both feet crushed, left leg broken, contusion of right side. This man has recovered and is now on duty, October 10, 1882. The colored fireman, Bradley Scott, was killed. It is believed that all the mail was saved and properly forwarded.

*January 26, 1882.*—Sack of paper mail was thrown from train No. 1, Pittsburgh, Cincinnati and Saint Louis Railroad, at Dresden, Ohio, and drawn under the cars and badly damaged. About thirty papers were destroyed.

*January 28, 1882.*—The catcher pouch was thrown from the Saint Albans and Boston railway post-office at Danbury, N. H., bounding back under the train. The pouch was completely destroyed, together with its contents. Besides the ordinary mail, it contained a registered package from Chicago, Ill., said to contain \$24.

*January 31, 1882.*—Tie-sack containing paper mail for Marseilles, Ind., was thrown from the Chicago and Iowa City railway post-office at the depot at that place, bounding back and falling under the cars, where it was badly cut. The contents were partially destroyed.

*February 1, 1882.*—The catcher pouch for Grafton, Mass., thrown from the Boston and Albany railway post-office, was carried on to Westborough, having fallen under the train at Grafton. The pouch and contents were very badly damaged.

*February 2, 1882.*—Pouch thrown from Boston and Troy railway post-office at North Leominster, Mass., bounded under the train and was carried to Fitchburgh, Mass. The paper mail was destroyed, but the letter mail was saved.

*February 3, 1882.*—Postal car No. 75, Chicago and Cincinnati railway post-office, was badly wrecked at Montmorency, Ind., on account of engine going off the track. Mail was all saved, but in a very demoralized condition, a large number of letters being saturated with oil from broken lamps. The mail was gathered up and turned into the Chicago post-office.

*February 5, 1882.*—The night express on the Chicago and Iowa City route ran over a tie-sack at the depot at Marseilles, Ind., ruining the sack and its contents.

*February 7, 1882.*—The mail train upon the Texarkana, Ark., and Whitesborough, Tex., route (Transcontinental Division Texas and Pacific Railway), was wrecked near Honey Grove, Tex. The locomotive and mail car went through a bridge falling some thirty feet, killing the engineer and fireman. Substitute Route Agent J. H. Smith was buried in the wreck and had to be cut out to be released. His injuries were not serious. The mails were saved without material damage.

*February 7, 1882.*—Mail sack thrown from train No. 1, Albany and New York railway post-office, at Yonkers, struck a snow-bank and bounded back under the train. The sack and its contents were entirely destroyed.

*February 7, 1882.*—The catcher pouch was knocked from the crane at East Orange, N. J., and was run over by the cars, partially destroying the pouch and its contents.

*February 10, 1882.*—Pouch for Thompsonville, Conn., thrown from the Boston and New York railway post-office, struck the gate at the street-crossing at Thompsonville, rebounding under the cars. The pouch was very badly damaged and a number of papers destroyed. The letter mail was uninjured.

*February 15, 1882.*—Washington and Charlotte railway post-office ran into a land slide near Orlando, Va., on the Virginia Midland Railroad, resulting in the death of the engineer and injuring the fireman and head clerk, James M. T. Gleeson. No mails were lost or damaged. Mr. Gleeson was incapacitated from duty for 29 days.

*February 16, 1882.*—Mail thrown from train No. 1, Albany and New York railway post-office, at Rhinecliff, N. Y., was run over by the cars and badly damaged.

*February 19, 1882.*—Mail train leaving Charlotte for Wilmington, N. C., was thrown from the track by a broken rail. The mail car was overturned and considerably broken up. The mail was slightly damaged and Route Agent H. T. Rollins somewhat injured.



*February 22, 1882.*—Pouch from Chicago and Burlington railway post-office thrown off at Burlington, Iowa, was run over by switch-engine at that point and a small portion of the contents damaged.

*February 27, 1882.*—The Chicago and Cincinnati railway post-office leaving Chicago at 8 p. m. collided with a freight train at Homewood, Ill., the postal car being badly wrecked. No mail was lost or damaged.

*March 1, 1882.*—Train No. 110 was wrecked near Toll Gate, Va., and the baggage car in which there were some sacks of paper mail was burned, together with the mail it contained.

*March 4, 1882.*—Pouch thrown from the Chicago and Saint Louis railway post-office, night line, for the day line at Chicago, Ill., was caught by the engine of an incoming train and cut, and a portion of the contents totally destroyed.

*March 6, 1882.*—The Chicago and Cedar Rapids railway post-office, night line, leaving Chicago at 9.30 p. m., when near the limits of the city, collided with a freight train. The engine of the latter had become unmanageable and was coming down the track at a rapid rate, the engineer and fireman having jumped off to save their lives. As a result of the collision the engine was driven some 6 feet into postal car No. 13. Head clerks, S. O. Prickett, night line, and Frank Sutton, day line, were at work at the letter case in this end of the car. They were driven back under a section of the paper rack. Sutton had both thighs somewhat sprained, right foot bruised, back of head cut, and was generally bruised. Prickett was injured very slightly. Clerk C. L. Shaffer and Assistant Clerk L. S. Manville were not injured in any way. The car at once took fire and its interior was pretty effectually destroyed. The registered matter was saved, together with twenty packages of letters. The balance of the mail was destroyed, as was also the personal property the clerks.

*March 7, 1882.*—The Knoxville and Caryville agent ran off the track and fell through a trestle, wrecking the train. All the mail was saved. Route Agent J. W. Ault was considerably bruised.

*March 17, 1882.*—Pouch thrown from the Chicago and Cincinnati railway post-office at Weisburgh, Ind., was drawn under the train and dragged 4 miles. The pouch and contents were entirely destroyed.

*March 20, 1882.*—A fire was discovered in the postal car at Keokuk, Iowa (Keokuk and Saint Louis line), and before it was extinguished one sack of paper mail was entirely burned and two others somewhat injured. The rest of the mail was saved.

*April 17, 1882.*—The mail car on the route between Leavenworth and Clay Centre, Kans., was ditched 5 miles west of Garrison. Route Agent T. L. Johnson was slightly bruised. No mail was damaged.

*April 18, 1882.*—As the east-bound train on the Indianapolis and Peoria route was pulling into Ogden, Ill., the brakes would not work, and the train ran by the station into a freight train that was standing partly on the main track. J. Baker and L. Green, clerks on the mail car, were severely cut and bruised. The mail was saved.

*May 4, 1882.*—The Jacksonville and Chattahoochee railway post-office collided with a log train near White House, Fla. The engineer and fireman were instantly killed, and Route Agent A. C. Lightbourne was bruised about the body. The mail was saved and taken back to Jacksonville.

*May 5, 1882.*—Mail car on the Logansport and Warsaw line, bound west, went through a bridge near Burnside, Ill. Route Agent E. V. Cox, who was on duty at the time, went down with the car, which landed in about 10 feet of water, and was carried through one of the

windows by the force of the current. He returned as soon as possible, and saved all of the mail that could be recovered. About one-fourth of the mail was swept away, and the paper mail was so thoroughly soaked that it was of no account whatever.

*May 11, 1882.*—Mail train, south bound, on the Kansas and Texas Division of the Missouri Pacific Railway, was wrecked in a collision near Oswego, Kans., by a runaway engine. The tender to engine of mail train was partially telescoped into the postal car, entirely demolishing the letter cases and damaging a portion of the mail. Head Clerk J. S. Weaver, Hannibal and Denison railway post-office, was bruised considerably. Assistant Railway Postal Clerk H. Kendall escaped without injury.

*May 11, 1882.*—Mail train on the Memphis and Little Rock Railway was wrecked near Carlisle, Ark., the mail car being ditched and turned completely over. Some empty canvas sacks caught fire and were consumed, and a small quantity of letter and paper mail was damaged by the oil from broken lamps. The engineer, fireman, and two express messengers connected with the train were more or less injured, but Route Agent H. C. Chase escaped with very little injury.

*May 19, 1882.*—The Charleston and Jacksonville railway post-office, when near Jacksonborough, S. C., struck a cow and was badly wrecked. The engineer, conductor, and fireman were injured, but the clerk in charge of the postal car escaped uninjured. The mail was saved, and transferred to another car and forwarded to destination.

*May 19, 1882.*—The mail train on the Gunnison Division of the Denver and Rio Grande Railway was wrecked by being derailed, the engine, mail and baggage car, and all the passenger coaches being overturned. The letter mail was considerably soiled, but not so badly as to render it unreadable. All the mail was forwarded to destination.

*May 20, 1882.*—Train No. 42, Richmond, Fredericksburgh, and Potomac Railroad, when near Richmond, Va., collided with a freight train on side track, damaging the postal car, and crippling Clerk B. M. Laws, and slightly injuring Head Clerk J. Q. West, and E. Thompson, a clerk in Superintendent Vickery's office. The mail sustained no damage.

*May 31, 1882.*—West-bound train on Texas and Pacific Railway (Texarkana, Ark., and El Paso, Tex., route) was wrecked near Colorado, Tex., by the breaking of wheel of forward truck of locomotive when approaching a bridge, and the engine, mail and express cars were thrown from the track, breaking through the bridge, falling some 25 feet. Route Agent S. A. Stuart, who was on duty at the time, was very seriously bruised and scalded. The mail was saved and forwarded, though a part of it was in bad condition.

*June 9, 1882.*—Mail car No. 51, Calmar and Mitchell railway post-office, bound west, was wrecked at Canton, Dak. The route agent, Butler Lowny, was obliged to cut himself out of the car. The registered mail was all saved, together with most of the ordinary mail, some of it being damaged by oil and water.

*June 16, 1882.*—The Clarksburgh and Weston railway post-office ran off the track at Loveberry Bend, W. Va., about 2 miles south of Clarksburgh, and fell over a trestle, taking with it the mail car and the entire train. Route Agent Benjamin W. Jackson saved himself by jumping from the car. There were two persons killed outright in the accident and sixteen persons more or less injured. The mails were saved and properly forwarded.

*June 19, 1882.*—Train No. 52, leaving Washington, D. C., yesterday, was wrecked at 7 o'clock this morning at Fall Creek, Va., about 6½

miles north of Danville, in a collision with a freight train. The mail was secured and forwarded to Danville. Messrs. Cook, Larrabee, and Carr, the clerks on duty in the postal car, were knocked about and cut and bruised, but not seriously.

June 29, 1882.—The Chicago, Foreston and Dubuque railway post-office was wrecked a short distance east of Maryland, Ill., the track having been washed out by a terrible rain-storm and water-spout. Head Clerk Best and O. M. Welch were on duty at the time. Mr. Best was thrown out of the car into 5 feet of water, and a package of letters which he had in his hand was lost. He was not injured, nor was Mr. Welch. All of the mail was badly damaged by the water, but it was secured and forwarded to the Chicago post-office.

RECAPITULATION.

Number of casualties.....	83
Employés killed .....	3
Seriously injured.....	16
Slightly injured .....	20
Total killed and wounded .....	39

TABLE I'.—Recapitulation of casualties in the railway mail service from 1875 to 1882.

Year ended June 30.	Total number of clerks.	Number of casualties.	Number of clerks killed.	Number of clerks seriously wounded.	Number of clerks slightly wounded.	Remarks.
1875.....	2, 238	*	1	*	*	* Not reported.
1876.....	2, 415	*	1	*	*	
1877.....	2, 500	27	2	10	4	
1878.....	2, 608	36	2	15	3	
1879.....	2, 609	35	3	14	13	
1880.....	2, 946	26	0	14	15	
1881.....	3, 177	62	7	15	22	
1882.....	3, 570	83	3	16	20	
Total .....		269	19	84	77	

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**REPORT**

**OF THE**

**THIRD ASSISTANT POSTMASTER-GENERAL.**

**FOR THE**

**FISCAL YEAR ENDED JUNE 30, 1882.**

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**REPORT**  
**OF THE**  
**THIRD ASSISTANT POSTMASTER-GENERAL.**

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POST-OFFICE DEPARTMENT,  
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 1, 1882.*

**SIR:** I have the honor to submit the following report and accompanying tables, numbered from 1 to 19, inclusive, pertaining to the business of this office for the fiscal year ended June 30, 1882, viz:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1884.

No. 2. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1882, compared with the fiscal years ended June 30, 1881, and June 30, 1880.

No. 3. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1882, and the expenditures made out of the same.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1882.

No. 5. Statement showing receipts and disbursements at depository post-offices for the fiscal year ended June 30, 1882.

No. 6. Statement showing the issue in detail of all of the several kinds of adhesive postage-stamps, stamped envelopes, and postal cards for the fiscal year ended June 30, 1882.

No. 7. Statement showing separately the issues of official postage-stamps for the fiscal year ended June 30, 1882.

No. 8. Statement showing the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards by denominations for the fiscal year ended June 30, 1882.

No. 9. Statement showing the increase in the number and value of postage-stamps, stamped envelopes, and postal cards issued for the year ended June 30, 1882, over those of the preceding year.

No. 10. Statement showing dead mail matter treated in the division of dead letters during the year ended June 30, 1882.

No. 11. Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1882.

No. 12. Statement showing number of pieces, classification, and disposition of unmailable matter received at the dead-letter office during the year ended June 30, 1882.

No. 13. Statement showing the number of foreign dead letters, &c., received and disposed of during the year ended June 30, 1882.

No. 14. Statement showing the number of pieces of dead mail matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1882.

No. 15. Statement showing the number, classification, and disposition of dead registered letters, &c., during the year ended June 30, 1882.

No. 16. Statement showing the number of registered letters and parcels from each State and Territory in the United States transmitted through the mails during the year ended June 30, 1882.

No. 17. Statement showing the number and value of registered letters and packages forwarded for the Post-Office Department and Treasury Department during the fiscal year ended June 30, 1882.

No. 18. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1882, over the preceding year.

No. 19. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington, during the fiscal year ended June 30, 1882.

#### FINANCIAL STATEMENT.

The receipts and expenditures of the department during the fiscal year ended June 30, 1882, were as follows:

<b>Receipts:</b>	
Letter postage, paid in money .....	\$97,585 32
Box rents .....	1,652,132 21
Fines and penalties .....	20,426 99
Sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards .....	39,703,357 00
Dead letters for which no claimants could be found .....	7,657 63
Net revenue from money-order business .....	360,767 35
Miscellaneous .....	34,483 65
<b>Total .....</b>	<b>41,876,410 15</b>
The expenditures for the service of the year were .....	40,039,634 75
<b>Excess of receipts .....</b>	<b>1,836,775 40</b>

In addition to the expenditures for the service of the year, the sum of \$442,386.48 was paid on account of indebtedness of previous years, making the total amount expended during the year \$40,482,021.23. Of the \$442,386.48 above, \$399,314.58 was for the service of the fiscal year ended June 30, 1881, which, added to the amount previously paid (\$39,251,736.46), as shown in the annual report of the Postmaster-General for 1881, makes the total expenditures thus far made on account of that year \$39,651,051.04. The outstanding liabilities for service of the year ended June 30, 1882, have been placed, at a close estimate, at \$328,550.46, which, added to the amount already paid (\$40,039,634.75), would make the total expenditures and liabilities for the year \$40,368,185.21, an excess of \$717,134.17, or 1.8 per cent., over the amount thus far paid for the service of the year ended June 30, 1881.

In the single item of compensation to postmasters, which is regulated by law, the increased expenditure was \$665,933.93, leaving only \$51,200.24 as the aggregate increase in all the remaining items.

In Table No. 2, which accompanies this report, will be found a detailed statement by quarters of the receipts and expenditures for the fiscal year ended June 30, 1882, and a comparison of the same with the two years immediately preceding.

The gross receipts for the year were \$5,091,012.18, or 13.8 per cent., more than those of the preceding year. The increase from the sale of postage-stamps, stamped envelopes, and postal cards was \$4,867,611.90,



or 13.9 per cent.; from box rents and branch offices, \$152,682.34, or 10.1 per cent.; from proceeds of money-order business, \$65,185.96, or 22 per cent.; from fines and penalties, \$4,675.55, or 29.6 per cent.; from dead letters, \$1,073.23, or 16.2 per cent.; and from "miscellaneous" sources, \$3,007.11, or 9.5 per cent. There was a decrease of \$3,223.91, or 3.1 per cent., in the amount of letter postages paid in money.

In Table No. 3 will be found a statement showing the appropriations by items for the service of the last fiscal year, and the amounts expended out of the same. The total amount appropriated was \$43,542,697.83, covering forty-four specific items. In three of these items the full amounts appropriated were expended; in thirty-seven items there were unexpended balances aggregating \$3,512,513.11; and in the remaining four items the expenditures exceeded the appropriations in the total sum of \$9,450.03, leaving a net excess of appropriations over expenditures of \$3,503,063.08. The largest single unexpended balance was in "star service," the appropriation for which was \$7,900,000, the expenditure \$5,704,466.33, and the amount left unexpended \$2,195,533.67.

The appropriation for mail transportation by railroads was \$10,608,282, of which \$10,286,085 was expended, leaving an unexpended balance at the close of the year of \$322,197. The expenditure for railroad transportation does not, however, cover the entire cost of that service, the law, as construed by the officers of the Treasury (see v. 20, Stat., p. 420), providing that the earnings of certain of the Pacific railroads for mail transportation shall not be treated among the expenditures of the Post-Office Department. The circumstances of the case are, briefly, that to aid in the construction of certain railroad lines to the Pacific Ocean the United States, by various acts of Congress, issued to the companies constructing these lines large amounts of bonds, the principal of which, with the interest, was to be reimbursed at maturity. To assist in securing the payment of this indebtedness the government was authorized to withhold a portion or all of the earnings of the several roads for transporting the mails, &c., and to credit the companies with the amounts thus withheld in the accounts between them and the Treasury. Prior to 1879 the moneys so earned by these companies for transporting the mails were paid out of the usual appropriations for the service of the Post-Office Department by warrants in favor of the Secretary of the Treasury, and were, therefore, included in the expenditures of the department. Since that year, however, under the requirements of the act of Congress of March 3, 1879, before referred to, the amounts have been merely certified to the Register of the Treasury by the Auditor for the Post-Office Department, and credited on the books of the Treasury Department to the companies in their accounts with the government for principal and interest of the bonds. The amounts thus certified, as will appear from the Auditor's reports, have been as follows:

For fiscal year ended June 30, 1879.....	\$712,209 31
For fiscal year ended June 30, 1880.....	995,604 93
For fiscal year ended June 30, 1881.....	1,100,689 65
For fiscal year ended June 30, 1882.....	1,214,185 37

Of the \$1,214,185.37 certified during the last fiscal year \$36,011.32 was for previous years, leaving the net amount for the service of the year \$1,178,174.05.

Under the law referred to none of the above amounts were included in the postal expenditures for the years to which they severally belong. The amounts cover the entire earnings of the several companies for carrying the mails, together with those of their branch and leased lines.



## AMOUNT DRAWN FROM THE TREASURY.

The only sum drawn from the general Treasury during the year was the following, in accordance with special appropriation made by Congress:

To pay schedule claims authorized by act approved August 5, 1882 (Statutes, Public No. 205, pp. 27 and 30), for the service of the year 1879 and prior years, as appears more fully by the report of the Auditor, \$6,595.12.

## CONDITION OF DEFICIENCY APPROPRIATIONS.

The following statement shows the condition of appropriations from the general Treasury to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ended June 30, 1882, the amount appropriated from the Treasury to supply deficiencies in the postal revenue was \$2,152,258, which sum is still in the general Treasury, subject to requisition. As the postal revenues will undoubtedly prove sufficient to meet all the obligations, paid and unpaid, incurred during the year, the whole amount of the appropriation will remain in the Treasury, and by operation of law will cease to be available after the 30th of June, 1884.

2. For the fiscal year ended June 30, 1881, the amount appropriated out of the general Treasury to supply estimated deficiencies in the postal revenue was \$3,883,420, of which \$1,402,290.65 was left unexpended at the close of that year, \$883,420 being still in the Treasury undrawn, and \$518,870.65 in the hands of the Treasurer, subject to draft. Of this latter sum \$399,314.58 has since been expended on account of the service for the year ended June 30, 1881, leaving a total balance of \$1,002,976.07 still available for that year.

## BAD DEBTS.

As will appear by the report of the Auditor, the postal revenue was charged during the last year with the following:

1. Amount of bad debts.....	\$136,548 90
2. Amount of balances compromised.....	6,733 98
	<hr/>
	143,282 88
Less amount of credits on suspended accounts.....	2,817 53
	<hr/>
Balance .....	140,465 35

Of this amount \$133,672.84 accrued between 1789 and 1856, the suspended accounts for that period having been reviewed and finally closed by the Auditor during the past year. The whole amount, however, constitutes a charge against the postal revenue for the year ended June 30, 1882.

## TRANSACTIONS AT DEPOSITORIES.

The receipts and disbursements at Treasury and post-office depositories during the last fiscal year may be briefly stated as follows:

At Treasury depositories:	
Balance subject to draft June 30, 1881.....	\$3,651,905 38
Outstanding warrants June 30, 1881 .....	61,337 60
Aggregate deposits during the year ended June 30, 1882 .....	21,156,070 52
	<hr/>
Total .....	24,869,313 50
Amount of warrants paid during the year.....	19,053,307 65
	<hr/>
Balance at depositories June 30, 1882 .....	5,816,005 85
Outstanding warrants June 30, 1882 .....	80,160 46
	<hr/>
Balance subject to draft June 30, 1882 .....	5,735,845 39

Transactions at these depositories in detail, with amount of increase or decrease as compared with the previous years are shown in Table No. 4, accompanying this report.

At post-office depositories:	
Balance subject to draft June 30, 1881 .....	\$685,178 69
Less credit balance June 30, 1881 .....	122 26
	<hr/>
	685,056 43
Aggregate receipts during the quarter ended September 30, 1881 .....	2,728,551 15
	<hr/>
Total .....	3,413,607 58
Disbursements during the quarter .....	\$1,830,711 98
Transferred to other depositories .....	1,582,895 60
	<hr/>
	3,413,607 58

On the 30th September, 1881, the post-office draft system was abolished, and the eighty-six draft offices then existing were discontinued as such. On October 1, 1881, the warrant system was extended to include all payments made to creditors of the department, except postmasters having balances due them, and excepting also the disbursements made under the authority of law by postmasters.

Table No. 5, submitted with this report, exhibits the receipts and disbursements at the different post-office depositories in detail.

#### CONTRACTS ENTERED AND ACCOUNTS KEPT.

During the year there were 3,865 contracts for mail service received from the Second Assistant Postmaster-General, and 19,210 orders of the Postmaster-General (of which 9,605 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders, being a decrease of 1,442 contracts and an increase of 3,936 orders as compared with the previous year. The contracts and orders were entered upon the books of the division of finance for reference when acting upon reports from the Auditor for the payment of mail contractors and other creditors of the department. The number of such reports received and acted upon during the year was 45,537, an increase of 3,490 over the previous year.

Accounts were kept with the Treasury, nine sub-treasuries, and thirty-nine designated depositories, involving the sum of \$20,998,144.72, against which 38,851 warrants were issued. Accounts were also kept with eighty-six post-office depositories, involving the sum of \$3,413,607.58, of which \$978,430.24 arose from the proceeds of the depository offices themselves and \$1,750,120.91 from deposits by other offices. Against the accumulations in the depository offices 6,786 drafts were issued, amounting to \$1,433,973.85. In addition to the amount paid out by draft, the sum of \$396,738.13 was paid to route agents, railway post-office clerks, mail messengers, and letter-carriers, by the postmasters authorized to make such payments, the accounts for which were rendered monthly to this office.

#### ESTIMATES FOR 1884.

The postal revenue for the year ending June 30, 1884, is estimated at..	\$50,670,456 27
The expenditures for the year, as shown in the estimates that have been approved by the Postmaster-General, are placed at. ....	46,741,111 25
	<hr/>
Leaving an estimated surplus of revenue of .....	3,929,345 02

In estimating the revenue allowance is made for an annual increase of 10 per cent. on the revenue of the last fiscal year, making the estimated revenue for the present year \$46,064,051.16, and for the next year

\$50,670,456.27, as stated above. There was an increase of revenue for 1880 over 1879 at the rate of 10.8 per cent., for 1881 over 1880 of 10.4 per cent., and for 1882 over 1881 of 13.8 per cent. The returns from a large number of the principal offices for the quarter ended September 30 of the present year indicate an increase of nearly 12 per cent. over the corresponding quarter of last year. The full amounts of the estimates are likely to be realized, unless there should be unexpected reverses in the business prosperity of the country, or changes in the existing classification of mail matter and the rates of postage, injuriously affecting the postal revenue.

#### APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The aggregate appropriations for the service of this office for the year ended June 30, 1882, were \$1,074,544.35, of which \$909,982.03 was expended, leaving an unexpended balance of \$164,562.32, or 15.3 per cent. of the total amount appropriated. The expenditures for the year were only \$22,428.94, or a little more than 2.5 per cent., over those of the preceding year. This slight excess, in face of the large increase in the supplies for which the expenditures were principally incurred, was owing to new contracts entered into at the beginning of the last fiscal year at reduced rates for adhesive postage-stamps and postal cards. The old contracts superseded others at still higher rates existing up to the 30th of June, 1877, so that the expenditures of this office for the year ended on that date were only \$64,675.20, or 7 per cent., less than those for the fiscal year ended June 30, 1882, while the total number of postage-stamps, stamped envelopes, postal cards, and official envelopes issued during the latter year was 701,982,969, or 65.2 per cent., in excess of the total number issued for the year 1877. The estimates for the next fiscal year, with the explanations thereof, will be found in paper marked No. 1, attached to this report.

#### DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The operations of this division during the year may be summarized as follows: The number of ordinary postage-stamps issued to postmasters for sale to the public during the year was 1,114,560,330, valued at \$28,679,528; of newspaper and periodical stamps, 2,214,893, valued at \$1,602,069.70; of postage-due stamps, 11,375,310, valued at \$352,170; of official postage-stamps, 2,319,555, valued at \$139,991.75; of ordinary stamped envelopes, plain, 114,774,700, valued at \$2,994,868.82; of stamped envelopes bearing a printed return request, 100,704,250, valued at \$3,163,894.85; of newspaper wrappers, 41,086,500, valued at \$500,208.80; of postal cards, 351,498,000, valued at \$3,516,015; and of official stamped envelopes and wrappers issued to the War Department for official use, 2,037,500, valued at \$29,306.50; making a total number of 1,740,571,038, and a total value of \$40,978,053.42.

These issues show an increase in value over those of the preceding year as follows: Of ordinary postage-stamps, \$4,638,901, or 19.2 per cent.; of newspaper and periodical stamps, \$203,395.70, or 14.5 per cent.; of postage-due stamps, \$97,777, or 38.4 per cent.; of official postage stamps, \$32,214.43, or 29.8 per cent.; of ordinary stamped envelopes, plain, \$347,301.08, or 13.1 per cent.; of ordinary stamped envelopes, return request, \$539,413.10, or 20.5 per cent.; of newspaper wrappers, \$69,054.20, or 16 per cent.; and of postal cards, \$429,410, or 13.9 per cent. There was a decrease in the issue of official stamped envelopes

and wrappers for the use of the War Department amounting to \$4,849, or 14.1 per cent.

The total increase in the value of all the issues was \$6,352,617.51, or 18.3 per cent.

In addition to the foregoing articles, there were issued for official use 9,711,500 registered package envelopes, 835,750 tag envelopes for registered parcels, 23,724,300 post office envelopes, 1,025,000 envelopes for returning dead letters, 285,000 international money-order envelopes, and 1,395,000 departmental envelopes for the use of the several bureaus of this department.

The requisitions upon which the foregoing supplies were issued numbered as follows :

For ordinary postage-stamps.....	135, 530
For newspaper and periodical stamps .....	10, 840
For postage-due stamps.....	13, 689
For stamped envelopes, plain.....	64, 400
For stamped envelopes bearing a return request .....	79, 322
For postal cards.....	78, 431
For official postage-stamps and stamped envelopes .....	29
For registered-package envelopes.....	54, 754
For tag envelopes for registered packages .....	1, 370
For post-office envelopes.....	24, 802
For newspaper and periodical receipt-books .....	1, 543
Total .....	464, 710

These supplies were made up and forwarded in the following number of parcels:

Of ordinary postage-stamps.....	139, 413
Of postage-due stamps.....	13, 685
Of newspaper and periodical stamps .....	9, 825
Of stamped envelopes, plain.....	94, 862
Of stamped envelopes, printed.....	72, 362
Of postal cards.....	85, 065
Of official postage-stamps.....	26
Of official stamped envelopes .....	86
Of registered-package envelopes .....	56, 850
Of tag envelopes for registered packages .....	1, 370
Of post-office envelopes.....	31, 802
Of newspaper and periodical receipt-books.....	1, 543
Total .....	506, 889

The following is a comparative statement of requisitions filled during the past and preceding fiscal years:

Articles.	Requisitions filled during fiscal year ended June 30, 1882.	Requisitions filled during fiscal year ended June 30, 1881.	Increase.
For ordinary postage-stamps .....	135, 530	128, 502	7, 028
For postage-due stamps.....	13, 689	8, 846	4, 843
For newspaper and periodical stamps .....	10, 840	10, 021	819
For stamped envelopes, plain .....	64, 400	60, 462	3, 938
For stamped envelopes, printed.....	79, 322	69, 153	10, 169
For postal cards .....	78, 431	71, 420	7, 011
For official postage-stamps and stamped envelopes .....	29	33	*4
For registered-package envelopes .....	54, 754	52, 103	2, 651
For tag envelopes .....	1, 370	56	1, 314
For post-office envelopes.....	24, 802	23, 259	1, 543
For newspaper and periodical receipt-books .....	1, 543	7, 013	*5, 470
Total.....	464, 710	430, 868	†33, 842

\* Decrease.

† Or 7.8 per cent. net increase.

## POSTAGE ON SECOND-CLASS MATTER.

The weight of newspaper and periodical (second-class) matter mailed during the year from regular offices of publication and from news agencies, not including free circulation within the county of publication, was 78,255,164 pounds, or 39,127 $\frac{1184}{1000}$  tons, the postage on which was \$1,565,103.28, an increase of \$166,054.64, or 11.15 per cent., over the amount of postage collected on such matter during the preceding year.

The number of post-offices at which this class of matter was mailed during the year is 5,080, an increase of 259, or 5.37 per cent., over the number for the previous year.

The following table shows the number of pounds of newspapers and periodicals mailed during the year and the amount of postage collected thereon at sixteen of the principal post-offices in the United States:

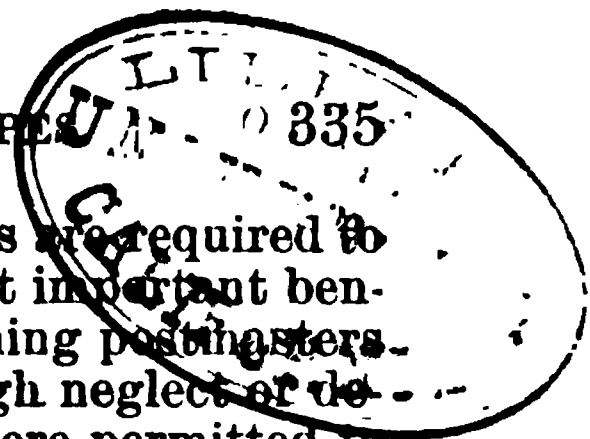
Post-office at—	Year ended June 30, 1881.		Year ended June 30, 1882.		Increase for 1882.			Percentage of total amount collected in the United States.
	No. of pounds of matter.	Amount of postage col- lected.	No. of pounds of matter.	Amount of postage col- lected.	In number of pounds.	In amount of postage.	Percentage of increase.	
New York, N. Y. . . . .	19,340,898	\$386,817 96	21,279,330	\$425,586 60	1,938,432	\$38,768 64	10.0	27.19
Chicago, Ill. . . . .	7,003,925	140,078 50	7,761,695	155,233 90	757,770	15,155 40	10.8	9.92
Boston, Mass. . . . .	4,163,075	83,261 50	4,819,700	96,394 00	656,625	13,132 50	15.3	6.16
Philadelphia, Pa. . . . .	3,509,202	70,184 04	4,228,539	84,570 78	719,337	14,386 74	20.5	5.43
Saint Louis, Mo. . . . .	3,223,492	64,469 84	3,472,243	69,444 86	248,751	4,975 02	7.7	4.44
Cincinnati, Ohio . . . . .	2,774,269	55,485 78	2,786,313	55,726 26	12,024	240 48	.4	3.56
Augusta, Me. . . . .	3,251,388	65,027 76	2,572,055	51,441 10	*679,333	*13,586 66	*20.9	3.28
San Francisco, Cal. . . . .	1,197,029	23,940 58	1,346,873	26,937 46	149,844	2,996 88	12.5	1.71
Detroit, Mich. . . . .	1,069,023	21,380 46	1,133,707	22,674 14	64,684	1,293 68	6.0	1.45
Milwaukee, Wis. . . . .	848,461	16,969 22	965,201	19,304 02	116,740	2,334 80	13.8	1.23
Louisville, Ky. . . . .	904,042	18,080 84	956,564	19,131 28	52,522	1,050 44	5.8	1.22
Cleveland, Ohio. . . . .	878,119	17,562 38	779,541	15,590 82	*98,578	*1,971 56	*11.2	.99
Pittsburgh, Pa. . . . .	715,519	14,310 38	793,918	15,878 36	78,399	1,567 98	10.9	1.01
Saint Paul, Minn. . . . .	552,632	11,052 64	751,243	15,024 86	198,611	3,972 22	39.9	.96
Toledo, Ohio. . . . .	704,063	14,081 26	716,472	14,329 44	12,409	248 18	1.8	.92
Baltimore, Md. . . . .	614,091	12,281 82	674,816	13,496 32	60,725	1,214 50	9.9	.86
	50,749,248	1,014,984 96	55,038,210	1,100,764 20	4,288,962	85,779 24	8.4	70.33

\* Decrease.

Since January 1, 1875, the postage on newspapers and periodicals mailed by publishers and news agents to regular subscribers or news agents has been prepaid at pound rates. The matter is weighed in bulk, and the postage paid with special adhesive stamps, officially designated as newspaper and periodical stamps. A receipt is given the publisher or news agent for each consignment of matter, and the proper amount of stamps is affixed to the stub in the receipt-book, on which is also entered a memorandum showing the name of the publication the date of mailing, the weight of matter, and the amount of postage collected. The postmaster is required to render a quarterly statement to this office showing the total weight of matter mailed and amount of postage collected from each publisher and news agent during the quarter. The stamps are charged to the postmaster's account when issued, and if affixed to the stubs and canceled, the revenue is secured to the government. To insure this postmasters are required at the close of each quarter to send the stubs used during the quarter to this office, where they are carefully examined and compared with the memorandum entries and with the quarterly statements. Discrep-



## NEW CONTRACT FOR STAMPED ENVELOPES



ancies are not infrequently discovered, and postmasters are required to make good all deficiencies. But undoubtedly the most important benefit of requiring the return of the stubs is in admonishing postmasters to properly apply and cancel the stamps, when, through neglect or design, this duty would often be omitted if the stubs were permitted to remain in the post-office. The examination of the stubs of course imposes much labor, but the expenditure is well repaid. During the last year examinations were made of the stubs in 22,432 receipt-books, and 19,032 quarterly statements were examined and recorded. The sum of \$1,733.55 was collected at proper rates from publishers and news agents on matter mailed but not entitled to go as second-class matter.

## NEW CONTRACT FOR STAMPED ENVELOPES AT REDUCED PRICES.

During the year the preliminary steps were taken for obtaining a new contract for stamped envelopes and newspaper wrappers, the old contract expiring on the 30th September. Substantially the same course was pursued as when the late contract was entered into, four years ago. Under date of May 1, 1882, advertisements were published in various newspapers in the principal cities, inviting sealed proposals from envelope manufacturers, until 12 m. of the 8th day of June, for all the stamped envelopes and wrappers that the department might order during the contract term of four years, commencing on the 1st October. Full and explicit specifications as to the requirements accompanied the blank form of proposals furnished to bidders, to which were attached samples of the various sizes and grades called for. The standards of the several grades of paper were prescribed, the character of the materials entering into their composition, the weight per ream of specified sizes, and other particulars connected with the manufacture of the paper being fully set forth. Other specified requirements related to the manufacture of the envelopes and wrappers, the preparation and control of the dies for embossing the stamps, the security of the building used for manufacture, the sufficiency of stock to be kept on hand, the place and manner of delivery, the mode of packing for shipments, the destruction of spoiled work, the manner of inspection by the agents of the department, and, in short, to all the particulars needful to secure the interests of the government in connection with the contract. Bids were to be made for each item separately, and it was provided that the award should be made as a whole to the lowest responsible bidder in the aggregate on the basis of the actual number of each of the several kinds issued during the year ended March 31, 1882, the total issues of that year having aggregated 249,308,750 envelopes and wrappers. The forfeiture for failure of the successful bidder to enter into contract was placed under guarantee at \$50,000, and the penalty of the bond for non-performance of contract at \$200,000. On the day fixed for the receipt of bids (June 8) five sealed proposals were submitted, and on being opened and examined by the Postmaster-General and myself, in the presence of the bidders and others, the names of the bidders and the amounts of their respective bids, on the basis referred to, were found to be as follows:

1. The Plimpton Envelope Company, of Hartford, Conn., and the Morgan Envelope Company, of Springfield, Mass ..... \$456, 197 58
2. White, Corbin & Co., of Rockville, Conn ..... 461, 842 90
3. The Holyoke Envelope Company, of Holyoke, Mass..... 464, 421 21
4. Geo. F. Nesbitt & Co., of New York City ..... 470, 927 62
5. Wade H. Hill, of Worcester, Mass..... 476, 585 40

The closeness in amount between these several bids bears evidence to the exactness with which the requirements of the contract were estab-

lished by the specifications. The lowest bidders were the Plimpton and Morgan companies, who had held the contract for the two previous terms of four years each, and the new contract was accordingly awarded to them. The contract was duly executed, and its performance, entered into on the 1st October, is now satisfactorily progressing. The prices in the new contract average a reduction of nearly 7 per cent. from those in the old one. The law requires that stamped envelopes shall be sold at the cost of procurement, as near as may be, and accordingly a new schedule of prices has been adopted for the sale of the envelopes to the public at reduced rates. The present reduction follows one of about 20 per cent. four years ago under the contract then made. Under the new schedule the best quality note size envelopes will be sold, exclusive of the postage value, at \$1.60 per 1,000; of full letter size, at \$2 per 1,000; of commercial size, at \$2.20 per 1,000; of extra letter size, at \$2.40 per 1,000; of official size, at \$3.60 per 1,000; and of extra official size, at \$4 per 1,000. The second quality envelopes are sold at 20 cents per thousand less than these prices, and the third quality envelopes at 20 cents per thousand less than the second quality, for corresponding sizes.

The full letter and extra letter sized ungummed envelopes for circulars are sold at \$1.20 and \$1.40 respectively, and the newspaper wrappers at \$1 per 1,000, in addition to postage.

To illustrate the great reduction in the price of stamped envelopes during the past few years, a letter size envelope, which in 1869 was sold at \$4.80 per 1,000, is now furnished in an equally good if not better grade at \$1.80 per 1,000. An extra letter size envelope, which then sold at \$6 per 1,000, can now be furnished in as good quality at \$2.40. The official size, then sold at \$8.60 per 1,000, is now offered in an equally good quality at \$3.40 per 1,000. The public has received the pecuniary benefits of these reductions, the envelopes being sold by the department, as before stated, at the cost of procuring them. Equally great reductions have been attained in the cost of other supplies. Adhesive postage-stamps, which in 1869 cost 27½ cents per 1,000, are now obtained at 9.19 cents per 1,000, and postal cards, first introduced in 1873, and then costing \$1.39½ per 1,000, are now procured at 54.43 cents per 1,000.

#### POPULARITY OF RETURN REQUEST SYSTEM.

The increasing popularity of the return request system is shown in the issues of stamped envelopes. The total number of stamped envelopes (excluding envelopes for circulars and newspaper wrappers) issued during the year ended June 30, 1877, was 129,199,450, of which 64,824,950, or 50.1 per cent., were plain and 64,374,500, or 49.9 per cent., were printed with special requests for return to writers. The issues for the year ended June 30, 1882 (excluding circular envelopes and wrappers), numbered 188,457,200, of which 87,752,950, or 46.5 per cent., were plain and 100,704,250, or 53.4 per cent., were printed with special requests to return. In other words, the increase in plain stamped envelopes from 1877 to 1882 was 35.3 per cent., while the increase in special request stamped envelopes was 56.4 per cent. No extra charge is made to the public for printing special return requests on stamped envelopes, but they are not furnished in lots of less than 500 each. The contract for stamped envelopes provides that the printing shall be done by the contractor without additional cost to the department.

## NEW FIVE-CENT STAMP.

During the year a change was made in the design of the five-cent postage stamp, which is used mostly for correspondence with foreign countries. The following is a description of the new adhesive stamp: On a tablet is suspended an incised shield decorated with an oval of pearls forming a framework to the portrait of the late President of the United States, James A. Garfield, looking toward the left, engraved in line. At the base of the oval is a dark six-pointed star relieved by a white outline, and in the center the figure "5." Disposed on the right and left of the star flows a ribbon containing the legend "Five cents" in white Roman capitals. Below the star and ribbon, on the lower portion of the tablet, appear the words "U. S. Postage," engraved in dark letters. The color of the stamp is chocolate brown. The first issue of the new stamps was under date of April 10, 1882. The embossed stamp on the five-cent stamped envelopes has also been changed to pattern, as nearly as possible, after the design of the adhesive stamp. The new stamp is very much superior to the old one in style and workmanship, and it has been received with flattering expressions of popular approval.

## DIVISION OF DEAD LETTERS.

The total number of pieces of mail matter received at the dead letter office during the year was 4,160,554, an increase of 486,349, or 13.2 per cent., over the number received during the previous fiscal year. The number remaining undisposed of at the close of the previous year was 124,731, making the total number in hand for treatment during the year 4,285,285, of which 4,225,685 were finally disposed of, and 59,600 were left on hand at the close of the year for further treatment. The following is the classification and number of pieces of matter in hand during the year:

Domestic mailed letters, including 3,049,952 ordinary unclaimed letters; 83,187 letters returned from hotels; 14,407 letters bearing fictitious addresses; 136,919 letters returned from foreign countries, and 4,124 registered letters.....	3,288,589
Domestic unmailable letters, comprising 275,240 held-for-postage letters; 954 letters containing unmailable articles; 274,715 misdirected letters, and 11,711 letters without address.....	562,620
Domestic parcels of third and fourth class matter.....	60,476
Letters mailed in foreign countries.....	356,287
Printed matter, samples, &c., mailed in foreign countries and returnable..	17,313
<b>Total, as before .....</b>	<b>4,285,285</b>

The following was the disposition primarily of the letters handled during the year:

Domestic mailed letters:	
Card and request letters delivered unopened .....	40,676
Letters opened.....	3,196,813
Letters left on hand .....	51,100
	<hr/> 3,288,589
Domestic unmailable letters:	
Held-for-postage letters forwarded to address unopened on receipt of postage.....	38,173
Held-for-postage letters opened .....	233,017
Held-for-postage letters left on hand to await return of notices.	4,050
Letters containing unmailable articles opened.....	954
Misdirected letters forwarded unopened after correction of address.....	99,267
Misdirected letters opened.....	175,448
Letters without address opened.....	11,711
	<hr/> 562,620



Domestic third and fourth class matter:		
Parcels opened and returned .....	41, 041	
Parcels opened and left on hand .....	15, 633	
		56, 674
Foreign matter:		
Letters delivered .....	351, 837	
Letters still on hand .....	4, 450	
Parcels of printed matter, samples, &c., returned unopened ....	17, 313	
		373, 600

MATTER OPENED IN DEAD LETTER OFFICE.

The following was the disposition of mail matter opened in the dead letter office :

Delivered:		
Letters containing money .....	16, 213	
Letters containing drafts, checks, and other evidences of monetary value .....	23, 828	
Letters containing receipts, paid notes, &c. ....	41, 588	
Letters containing postage-stamps .....	49, 577	
Letters containing nothing of value .....	526, 179	
Photographs .....	33, 796	
Parcels of merchandise, books, &c .....	41, 041	
		732, 222
Returned and awaiting evidence of delivery:		
Letters containing money .....	1, 325	
Letters containing drafts, checks, &c .....	969	
Parcels of merchandise, books, &c .....	7	
		2, 301
Under treatment looking to delivery:		
Letters containing money .....	1, 454	
Parcels of merchandise, books, &c .....	15, 633	
		17, 087
Filed, upon failure to deliver:		
Letters containing money .....	3, 550	
Letters containing drafts, checks, &c .....	800	
Letters containing receipts, paid notes, &c .....	3, 143	
Letters containing postage-stamps .....	2, 886	
Photographs .....	5, 446	
Parcels of merchandise, books, &c .....	19, 624	
		35, 449
Destroyed:		
Letters containing nothing of value, including 89,900 letters forwarded to writers and returned upon failure to deliver .....	2, 880, 398	
Parcels containing magazines, pamphlets, fruit, cakes, seed, &c. ....	14, 537	
		2, 894, 935

FOREIGN DEAD MAIL MATTER.

The following statement shows the disposition during the year of dead mail matter originating in foreign countries:

Returned to country of origin:		
Registered letters .....	8, 137	
Ordinary letters .....	336, 623	
Parcels of printed matter, &c .....	17, 197	
		361, 957
Delivered to addressees:		
Registered letters .....	480	
Ordinary letters .....	203	
		683
Misdirected matter forwarded to corrected addresses:		
Ordinary letters .....	6, 394	
Parcels of printed matter, &c .....	116	
		6, 510
On hand under treatment:		
Registered letters .....	203	
Ordinary letters .....	4, 247	
		4, 450
Grand total .....		373, 600

## MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the dead letter office from foreign countries during the year, as undeliverable:

Registered letters .....	982
Ordinary letters .....	136,919
Parcels of printed matter, &c. ....	24,581
	<hr/>
	162,482

## DEAD REGISTERED MATTER.

Included in the matter under treatment during the year were the following registered letters and parcels:

Number delivered to addressees or restored to senders .....	11,291
Returned to postmasters for delivery and awaiting receipts .....	35
Filed upon failure to discover ownership, subject to future reclamation .....	485
	<hr/>
Total .....	11,811

## VALUABLE INCLOSURES.

Evidence of the great value of the inclosures found in many of the letters and parcels received and opened at the dead letter office will be disclosed by an examination of Table No. 13 herewith. Among them were 19,989 containing money to the amount of \$44,326.65; 24,575 containing checks, drafts, money-orders, &c., representing a value of \$1,962,413.73; 90,842 containing merchandise, books, &c.; 52,463 containing postage-stamps; 44,731 containing receipts, paid notes, &c.; and 39,242 containing photographs. The articles of merchandise are of every conceivable kind, and often of rare interest and great value.

## REVENUE FROM DEAD MATTER.

The sum of \$3,739.02 was received for postage on insufficiently prepaid letters forwarded to destination, and upon articles of third and fourth class matter returned to the senders, and \$7,457.63, taken from dead letters which could not be restored to the owners, was deposited in the Treasury to the credit of the Post-Office Department. Statistics more in detail concerning the operations of the dead letter office will be found in tables numbered from 10 to 15 hereto attached.

## CHANGE IN TREATMENT OF HELD-FOR-POSTAGE LETTERS.

An important change in the mode of treating "held-for-postage" letters, and insufficiently prepaid articles of third and fourth class matter, was made by a formal order of the Postmaster-General, bearing date of May 11, 1882, to take effect on the 1st of July next ensuing. The law requires that, to be entitled to admission into the mails, domestic letters (of whatever weight) shall be prepaid to the extent of at least one full rate of postage, and that third and fourth class matter shall be prepaid in full. The statute (section 3937, Revised Statutes) with respect to letters is in the following words:

All domestic letters deposited in any post-office for mailing, on which the postage is wholly unpaid or paid less than one full rate as required by law, except letters lawfully free, and duly certified letters of soldiers, sailors, and marines in the service of the United States, shall be sent by the postmaster to the dead letter office in Washington. But in large cities and adjacent districts of dense population, having two or

more post-offices within a distance of 3 miles of each other, any letter mailed at one of such offices, and addressed to a locality within the delivery of another of such offices, which shall have been inadvertently prepaid at the drop or local letter of postage only, may be forwarded to its destination through the proper office, charged with the amount of the deficient postage, to be collected on delivery.

The mode of treating letters held under this law was described on page 255 of the Postmaster-General's Report for 1879, as follows:

Those that bear a name and address, or a business card, post-office box, or other designation by which the writer can be identified, are immediately restored to the owner, or his attention invited to the deficiency of postage by the postmaster at the mailing office. Of the balance, all "local" or "drop" letters are delivered by the postmasters to the persons addressed, upon payment by them of the necessary postage, after due notice of the fact and cause of detention. The remainder are sent to the dead letter office, and are at once examined by an expert, who, taking into consideration the places of origin and destination of each letter, determines whether it can be returned to the writer in less time than would be required to collect the postage from the addressee and forward the letter to destination. And each letter is then treated in the way decided to be the quicker. Wherever a doubt exists, or where the difference is very small, the postage is collected and the letter forwarded, thus preserving the seal intact.

The first-class offices made daily and all other offices weekly returns of held-for-postage matter. Of the 129,507 letters received at the dead letter office during the six months ended December 31, 1881, 32,479, or 25 per cent., were forwarded to addressees; 80,593, or 62 per cent., were returned to the writers; and 13 per cent., containing no clew to identify the writers, were destroyed. The deliveries, therefore, represented 87 per cent. of the total number received.

The Postmaster-General's order of May 11, referred to, and the regulations made in pursuance thereof, provide that before sending held-for-postage letters to the dead letter office the addressees shall be given the opportunity of securing such letters direct from the mailing office upon furnishing the amount of stamps required to supply the deficient postage, in compliance with notice given by the postmaster. Upon failure of the addressees to respond within proper time the letters are to be sent to the dead letter office, as required by law. The order includes insufficiently prepaid third and fourth class matter within its provisions, but it does not, of course, apply to letters or other matter which bear the card or address of the sender, such matter being returned immediately to the party mailing it. The order was restricted in its operations to a number of the larger offices—those at which the free delivery system is employed—as it could not reasonably be expected that at the great mass of the smaller offices the work would be done with that degree of intelligence and promptness necessary to secure efficient results. It was thought best to draw the line, for the present at least, at the free delivery offices, it having been ascertained that fully 45 per cent. of all the held-for-postage letters received at the dead letter office from that class of offices bore two-cent stamps, thus exhibiting a great popular misapprehension of the difference between the rates of postage on local letters and those addressed to other post-offices.

The merits of the new plan are obvious. It would seem only just that the addressee, with the ultimate liability of being called upon for the deficient postage, should in the first instance be given the opportunity of paying it, and of thus securing possession at the earliest possible moment of the matter detained. And it admits of no question that, in the great majority of cases, matter can be delivered more speedily when sent direct from the mailing offices than when forwarded from a common center (say the dead letter office) to which it must first be gathered for distribution.

The change was received with great favor, which has been fully justified by its results. Returns have been received from 97 of the free-delivery offices for the quarter ended September 30, showing that out of a total of 77,954 pieces of held-for-postage matter (letters and parcels) accruing at these offices, 59,711 pieces were forwarded to addressees upon receipt of the deficient postage; 11,767 were sent to the dead-letter office upon failure of the addressees to respond; and 6,476 received near the close of the quarter were still on hand awaiting the return of notices. Excluding these latter leaves the number of pieces finally treated by the mailing offices during the quarter at 71,478, of which those forwarded to the addressees represented about 84 per cent., and those sent to the dead-letter office about 16 per cent.

The large proportion of direct deliveries from the mailing offices has exceeded the most sanguine expectations, and it fully sustains the theory upon which the new treatment was founded, that the addressees would willingly pay the deficient postage rather than have the matter go to the dead-letter office, the notices sent to them presenting that alternative. No serious obstacles have been encountered in carrying the new order into practical effect, and in view of its present success it might be advantageously extended to a still larger number of the principal offices.

#### DIVISION OF REGISTRATION.

The total number of letters and parcels forwarded by registered mail during the fiscal year ended June 30, 1882, was 9,627,922, as follows:

Domestic letters .....	7,200,118
Domestic parcels of third and fourth class matter .....	799,479
Letters to foreign countries.....	393,107
Parcels of third and fourth class matter to foreign countries.....	22,275
Official letters and packages forwarded by the government, and by law exempt from the payment of registry fees.....	1,212,943
<b>Total .....</b>	<b>9,267,922</b>

The amount of registry fees collected was \$841,497.90, an increase over the previous year of \$128,615.70, or 18.04 per cent. The increase in the total number of letters and parcels registered was 1,289,004, or 15.46 per cent. Subdividing this total, the increase in the number of letters, domestic and foreign, for the public was 1,121,375, or 17.33 per cent.; of parcels of third and fourth class matter, domestic and foreign, for the public 164,782, or 25.08 per cent.; and of letters and parcels for the government, only 2,847, or about one-fifth of one per cent. The increase of registry business for the public was thus a little over 18 per cent. Statistics more in detail will be found in tables numbered from 16 to 19 accompanying this report.

#### LOSSES.

During the year 7,082 registered letters and parcels were reported to the chief inspector as having been lost or tampered with. Of these 4,076 were found to have been delivered, or satisfactorily accounted for, and 2,513 are still undergoing investigation, leaving the actual losses as far as ascertained at 493 cases. The losses were due to a variety of causes, such as fire, burglary, highway robbery, theft, &c. If the cases still under investigation should result in the same proportion of loss as those that have been closed, the total losses for the year will number 726, or one out of every 13,262 pieces mailed. This is an unusually small proportion of loss, and it is to be taken in evidence of the increased efficiency of the registry service. Fuller details respecting the subject

of losses will be found in the report of the chief post-office inspector. Great credit is due to the inspectors for the energy, fidelity, judgment, and care with which they have treated the cases reported to them for investigation.

#### THROUGH-POUCH SYSTEM.

The system of exchanging registered matter in bulk between the larger offices by means of locked pouches was extended to 19 offices and discontinued at 25, leaving it in operation at 119 offices at the close of the year. The new tell-tale or rotary lock, referred to in my report of last year, was put into use early in the present calendar year, and it is proving a valuable instrument to the through-pouch system, effecting a great saving of clerical labor in dispensing with the necessity of examining and recording the contents of through pouches when lying over in transit at intermediate through-pouch offices. The system continues to operate satisfactorily wherever it is employed; indeed, in view of the great volume which the business has now attained it has become almost indispensable to the machinery of the registry system.

#### BRASS LOCK REGISTRY EXCHANGE SYSTEM.

The brass lock registry exchange system, established some three years since for exchanges on the important lines of star service, is still in successful operation. It was employed at 146 offices at the close of the year. It has proven a most valuable auxiliary to the through-pouch system on the railroads, to which it in general corresponds. Its essential features were explained in my reports of the last two years.

#### INTERNATIONAL REGISTERED THROUGH-POUCH EXCHANGE.

For a long period the department experienced much embarrassment from the defective system of exchanges of the registered mails with the eastern portion of the Dominion of Canada. Over a portion of the route of transmission, such mails were not in the special custody of a postal employé of either country, as is contemplated by the fundamental idea of our registry system. From Montreal, Canada, to Saint Albans, Vt., the registered pouches, fastened with a lead seal, were sent in a United States Treasury bonded car. From Saint Albans to Saint Armands, Canada, in the other direction, they were placed in the compartment of a car and locked with an iron lock. Great delays were also suffered in making connections, and, with the insecurity attending the system, formed the subject of frequent complaints. An entire registered mail was lost on the Canada side of the border, in the month of October, 1880, and not a trace of it could subsequently be discovered. Correspondence failed to secure better arrangements, and the evil became so urgent as to call imperatively for a remedy. With this end in view a conference was held at Montreal in September, 1881, between representatives of the Canadian Postal Department and Assistant Railway Mail Superintendent Moses, detailed to this office for duty in connection with the registry system, and myself, at which the details of a plan of international registry exchanges were arranged, and subsequently formally ratified by the postmasters-general of the two countries, to take effect January 1, 1882. In agreeing to the new international exchange system, the Canadian authorities so far varied from their domestic system as to make it conform in general to the methods employed in the registry service of this country. Among the principal features of the new



plan is the personal custody of pouches by sworn employes of the two countries; a complete chain of receipts and records from employé to employé between terminal points; the use of the tell-tale or rotary lock, and of the manifold through-pouch bill with coupon attachment; and the gathering and distribution of registered mail to and from through-pouch centers, according to our domestic through-pouch system. Each country furnishes its own pouches, locks, and other equipments. The lock used by the Canadian authorities is on the same principle as that adopted in this country and already referred to in another portion of this report. Locks of both countries are embossed with the name of the country of ownership.

In addition to the security, a great saving of time has been effected by the new arrangement. For instance, the former time for registered exchanges from New York to Montreal was 58 hours and 25 minutes, and now it is 24 hours and 50 minutes, a reduction in time of 33 hours and 35 minutes. From Montreal to New York the former time of 36 hours has been reduced to 25 hours and 22 minutes, a saving of 10 hours and 38 minutes.

The eastern portion of the United States has been districted by published schemes defining the respective limits of territory within which registered mails should be sent to and received from Canada through the international registry exchange offices of New York, Boston, Saint Albans, and Buffalo, with exceptions for Ogdensburgh, N. Y., and Island Pond, Vt. Similar schemes have also been arranged by the Canadian authorities for collecting and distributing the through registry mails in their country.

On the basis of a count for one quarter, the estimated number of registered pieces exchanged during the year 1881 between Boston and Montreal was 12,000; between New York and Montreal, 16,000; between Island Pond, Vt., and points in Canada, 15,000. A large increase on these figures has already resulted from the better system of exchanges, and from the addition of new territory to each of the through-pouch centers. Correspondence is now in progress looking to the extension of the eastern system of exchanges to the western portion of the country. This accomplished, the system of registry exchanges between the two countries will be complete.

#### GENERAL.

Attention was directed in my report of last year to the almost complete remodeling of the registry system during the previous four years. A summary was given of the principal changes that had been made, through which the machinery was simplified, the work greatly lessened, and the security enhanced. An extraordinary increase of business was pointed out to show the popular appreciation of the efforts made to improve the service. Special mention was made by the Postmaster-General in his report of the great growth and satisfactory condition of the service, and they were favorably commented upon by the President in his regular annual message to Congress.

The registry system was established by act of Congress of March 3, 1855. After being four years in operation, the receipts from this source dwindled from \$31,466.50 the first year, ended June 30, 1856, to \$25,038.70 for the year ended June 30, 1860. In his report for the last-mentioned year the Postmaster-General, in a most elaborate article, recommended that the system be discontinued, a recommendation that, in view of the present great utility and prosperity of the system, was happily not carried out. For the year ended June 30, 1877, the amount

of registry fees collected was \$367,138.80. The amount collected from this source during the last fiscal year was \$841,497.90, an increase over the amount for the year 1877 of \$474,059.10, or a little more than 129 per cent. The receipts from registration have thus much more than doubled within the past five years, while the general receipts of the postal service have been more than thirteen years in attaining a similar rate of increase. The recent extraordinary growth of the registry service is especially gratifying, both because of the long period that the system has been in operation, and because the work is done at a handsome profit. Not only do the registry fees more than compensate for the labor imposed by registration, but an additional profit is in the postage on valuable letters that would never be entrusted to the mails except for the security afforded by the registry system. For example, a single registered parcel mailed in Philadelphia in September bore, besides a ten-cent stamp for the registry fee, \$127.90 in stamps to prepay postage at letter rates.

Evidence of the great values entrusted to the registered mails will be found in Table No. 17 attached to this report, from which it will appear that during the last year the Treasury alone forwarded 81,335 registered parcels containing United States bonds, currency, coupons, coin, internal revenue stamps, &c., representing a value of \$514,778,237.57. Of this immense sum not a penny was lost, so far as is now known.

#### DIVISION OF FILES, RECORDS, AND MAILS.

The number of letters and other inclosures received, opened, and examined during the year was 1,162,500. Among these were 1,062 that contained money, and 4,340 that contained stamps, envelopes, and postal cards returned for redemption. Of the letters received 36,483 were briefed and recorded, and filed after final action had been taken on them. The number of letters written in the office, copied, enveloped, and mailed was 12,403.

Very respectfully, your obedient servant,

A. D. HAZEN,  
*Third Assistant Postmaster-General.*

Hon. T. O. HOWE,  
*Postmaster-General.*

#### No. 1.—*Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1884.*

##### I.—ADHESIVE POSTAGE STAMPS.

For manufacture of ordinary postage stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps.....	\$130,000 00
The number of these stamps issued during the fiscal year ended June 30, 1882, was.....	1,130,470,088
Add 12 per cent. for increase .....	135,656,410
Gives estimated issue for fiscal year ending June 30, 1883 .....	1,266,126,498
Add 12 per cent. for increase, as before .....	151,935,179
Gives estimated number required for fiscal year ending June 30, 1884..	1,418,061,677
Cost of manufacturing that number at present contract price, 9.19 cents per thousand.....	\$130,319 86

The increase in the number of adhesive stamps of all kinds issued during the fiscal year ended on the 30th of June last was a little over 17 per cent.; but this rate of increase was an abnormal one, due in part to an unusual prosperity in the business in-

terests of the country, and in part to a special cause which was explained in the report of last year (pp. 354 and 361 Report of Postmaster General for 1881). Under ordinary conditions it would hardly be reasonable to expect an annual increase of more than 12 per cent., and accordingly the issues of the last year have been augmented at that rate to arrive at the probable number required for the ensuing fiscal year. The present contract does not expire until the 30th of June, 1885, and this estimate has consequently been governed by existing prices. The estimate has, however, been placed in even figures at \$130,000. The appropriation for the current year is \$109,000; but from present indications this amount will hardly be sufficient to meet the demands of the year.

## II.—POSTAGE STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency..... \$8,100 00

This estimate agrees in amount with the appropriation for the present year.

## III.—STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

For manufacture of stamped envelopes, newspaper wrappers, and letter sheets ..... \$632,000 00

The cost of the stamped envelopes and wrappers issued during the fiscal year ended June 30, 1882, at the prices in the contract which took effect October 1, 1882, would amount to ..... 477,960 08

Add 15 per cent. for increase ..... 71,694 01

Gives estimated cost at same prices for fiscal year ending June 30, 1883.. 549,654 09

Add 15 per cent. for increase, as before..... 82,448 11

Gives estimated cost for fiscal year ending June 30, 1884..... 632,102 20

The appropriation for the current year is ..... 547,000 00

The actual cost of stamped envelopes and wrappers issued during the last fiscal year was \$510,399.45; but a new contract was entered into for four years from the 1st of October, 1882, at an average reduction of nearly seven per cent. in previous prices, and the calculations in this estimate have accordingly been made upon the basis of the new prices. The increase in the number of envelopes and wrappers issued during the last fiscal year over that of the previous year was nearly 13 per cent., but as the reduced prices are likely to largely augment the demand, allowance has been made for an annual increase of 15 per cent. in the issues. By law the cost of procuring stamped envelopes is added to the postage value in fixing the schedule of prices to the public, and the expenditure under this head is consequently refunded to the government when the envelopes are sold. Authority was granted by the sundry civil appropriation act passed at the late session of Congress, to use the appropriation for stamped envelopes for the current year for the purchase of stamped letter sheets (combined letter sheet and envelope) not previously furnished. No arrangements have as yet been made for procuring these articles, but they may be introduced before the close of the year, and in view of that event it is deemed advisable to include them in the estimate for stamped envelopes for the coming year.

## IV.—STAMPED ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and for expenses of agency..... \$16,000 00

This estimate agrees in amount with the appropriation for the present fiscal year.

## V.—POSTAL CARDS.

For manufacture of postal cards ..... \$253,000 00

The total number of postal cards issued during the fiscal year ended June 30, 1882, was..... 351,498,000

Add 15 per cent. for increase..... 52,724,700

Gives estimated number for year ending June 30, 1883 ..... 404,222,700

Add 15 per cent. for increase..... 60,633,405

Gives estimated number for year ending June 30, 1884..... 464,856,105



The cost of manufacturing these articles, at the present contract price of 54.43 cents per thousand, is..... \$253,021 17

The appropriation for the present fiscal year is ..... 242,000 00

The issue of postal cards has fluctuated widely during the past few years. For 1879 the ratio of increase was 10.55 per cent.; for 1880, 22.80 per cent.; for 1881, 13.20 per cent., and for 1882, 13.90 per cent. It will probably be sufficient to allow for an annual increase of 15 per cent., as has been done in the foregoing estimate. The present contract is for four years ending on the 30th June, 1885.

#### VI.—POSTAL CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and for expenses of the agency ..... \$7,300 00

This estimate agrees with the present appropriation.

#### VII.—REGISTERED PACKAGE, POST-OFFICE, AND DEAD LETTER ENVELOPES.

For registered package, post-office, and dead letter envelopes ..... \$140,000

The registered package envelopes are large manila envelopes used for inclosing registered letters and other registered matter, for safer transmission; the post-office envelopes are for the use of postmasters in their official correspondence; and the dead-letter envelopes are used for returning letters from the Dead-Letter Office to the writers. The contract for these envelopes is awarded for one year only, beginning on the 1st of July of each year, and present prices, therefore, afford no absolute criterion in making estimates for future appropriations. The prices for the year ended on the 30th of June last were unusually low, so that the issues for the year cost only \$72,474.53. At the prices in the contract for the present year the same issues would have cost \$98,173.83. The total number of these various kinds of envelopes issued during the fiscal year ended on the 30th of June last was 35,581,550, an increase of 6,783,100, or 23.5 per cent., over the issues of the previous year. At the same rate of increase for the present and next fiscal years the issues for the year ending June 30, 1884, would number 54,269,869, and would cost, on the basis of existing contract prices, \$149,737.17. Allowing for an increase of 20 per cent. in the issues, the cost at present prices would amount to \$141,370.31. The major portion of the appropriation is expended for envelopes for registry business, and for several years past this service has been increasing very nearly at the rate of 20 per cent. per annum. It is proper to say that the contract for these envelopes, like that for stamped envelopes, has been awarded to the lowest bidder, after public advertisement, and upon samples furnished by the department. The estimate is placed in even figures at \$140,000. The appropriation for the current year is \$110,000.

#### VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters..... \$1,500

By law (sections 3913, 3976, 3977, 3978, Revised Statutes) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. The expenditure for the last fiscal year was \$1,444.38, for 1881 it was \$990.95, and for 1880 it was \$1,355.51. The appropriation for the current year is \$1,500, and the estimate for the next fiscal year is placed at the same figures.

#### IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$2,000

This appropriation is for the purchase of warrants and drafts used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the department. The warrants and drafts are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The expenditure on this account during the last fiscal year was \$1,644.35, and in view of the manifestly increasing needs the estimate for the ensuing year is placed at \$2,000.

#### X.—MISCELLANEOUS.

For miscellaneous items ..... \$1,00

This estimate is for the same amount as the appropriation for the current fiscal year.

*Comparison of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1883, with estimates for the year ending June 30, 1884.*

Items.	Amount appropriated year ending June 30, 1883.	Estimate for year ending June 30, 1884.	Increase of estimates.	
			Amount.	Per cent.
Adhesive postage stamps .....	\$109,000 00	\$130,000 00	\$21,000 00	19.2
Postage stamp agency .....	8,100 00	8,100 00	.....	.....
Stamped envelopes and wrappers .....	547,000 00	632,000 00	85,000 00	15.5
Stamped envelope agency .....	16,000 00	16,000 00	.....	.....
Postal cards .....	242,000 00	253,000 00	11,000 00	4.5
Postal card agency .....	7,300 00	7,300 00	.....	.....
Registered package, post-office, and dead-letter envelopes.	110,000 00	140,000 00	30,000 00	27.2
Ship, steamboat, and way letters .....	1,500 00	1,500 00	.....	.....
Engraving, printing, and binding drafts and warrants.	1,500 00	2,000 00	500 00	33.3
Miscellaneous .....	1,000 00	1,000 00	.....	.....
Total .....	1,043,400 00	1,190,900 00	147,500 00	14.1

## No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quarter and June

## RECEIPTS.

	Quarterended September 30, 1881.	Quarterended December 31, 1881.	Quarterended March 31, 1882.	Quarterended June 30, 1882.
Letter-postage paid in money.....	\$48,218 32	\$20,880 54	\$25,669 37	\$2,817 09
Box-rents .....	393,527 16	403,422 78	422,145 81	433,036 46
Fines and penalties .....	1,040 37	5,804 25	12,472 12	1,610 25
Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards.....	9,040,588 29	10,179,991 18	10,486,540 42	9,996,237 11
Dead letters .....	1,423 90	3,217 38	1,229 99	1,786 36
Revenue from money-order business.....				360,767 35
Miscellaneous .....	5,908 91	7,584 77	8,178 09	12,811 58
	9,490,706 95	10,620,400 90	10,956,235 80	10,809,066 50

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1881, \$5,091,012.18, or 13.8 + per cent.

Increase of receipts over year ended June 30, 1880, \$8,560,930.81, or 25.6 + per cent.

## EXPENDITURES.

Compensation of postmasters.....	2,143,457 31	2,221,861 39	2,330,734 53	2,268,023 49
Compensation of clerks for post-offices.....	952,538 95	959,306 32	974,114 04	1,022,487 29
Compensation of letter-carriers, and inci- dental expenses .....	641,404 46	633,951 64	654,913 89	672,992 75
Wrapping-paper .....	7,102 25	7,214 58	2,115 69	3,541 07
Twine.....	8,486 00	13,974 00	12,861 00	17,433 64
Postmarking and canceling stamps.....	2,998 75	2,663 15	3,723 50	4,758 90
Letter-balances.....	7,088 20	843 60	751 10	1,317 10
Rent, light, and fuel for post-offices.....	88,094 49	100,563 30	98,799 19	114,519 06
Stationery .....	15,696 60	13,724 61	14,387 99	12,708 08
Furniture for post-offices.....	3,197 89	5,945 14	3,685 72	7,887 89
Miscellaneous, office of First Assistant Post- master-General .....	16,701 59	15,946 05	14,813 23	21,133 89
Inland mail transportation, railroad.....	2,427,421 07	2,526,204 88	2,573,348 61	2,759,110 44
Inland mail transportation, star.....	1,504,635 36	1,453,816 98	1,369,142 40	1,376,871 59
Inland mail transportation, steamboat .....	151,874 70	142,191 03	128,267 38	141,171 65
Transportation by postal cars.....	309,883 79	326,142 48	324,834 62	342,546 01
Special and necessary facilities, trunk-lines..	50,863 89	31,570 83	61,535 49	237,563 54
Compensation of railway post-office clerks...	376,315 06	386,088 35	398,816 00	412,212 56
Compensation of route-agents .....	314,942 39	331,268 36	328,446 93	347,303 89
Compensation of mail-route messengers.....	48,662 08	46,277 83	44,145 42	50,294 73
Compensation of local agents .....	39,881 83	35,601 79	36,750 40	36,985 72
Compensation of mail-messengers.....	171,531 99	178,064 82	179,789 13	184,218 01
Mail-locks and keys.....	4,000 00	231 42	4,504 95	.....
Mail-bags and catchers.....	75,274 95	81,479 51	26,995 86	13,288 63
Post-route maps.....	9,303 12	12,125 28	14,553 34	15,932 82
Mail depredations and special agents.....	39,582 51	41,016 74	39,457 68	44,162 69
Fees to United States marshals, attorneys, clerks of courts, and counsel .....	196 45	1,174 15	583 68	427 35
Postage-stamps .....	23,588 81	25,462 08	28,271 62	26,622 72
Distribution of postage-stamps.....	1,782 96	1,911 83	1,624 17	1,732 50
Stamped envelopes and newspaper wrap- pers .....	121,977 82	128,247 20	133,181 30	126,993 13
Distribution of stamped envelopes and news- paper wrappers .....	3,740 00	3,753 60	3,740 00	3,477 60
Postal cards .....	33,441 25	61,059 30	49,871 21	46,892 21
Distribution of postal cards .....	1,606 63	1,859 57	1,669 44	1,599 55
Registered-package envelopes, locks and seals, and official and dead-letter envel- opes .....	16,909 94	16,493 65	19,884 05	19,184 89
Ship, steamboat, and way letters.....	356 05	332 97	297 35	458 01
Engraving, printing, and binding drafts and warrants .....	434 57	434 30	631 13	144 35
Advertising .....	8,026 72	15,021 58	6,519 82	5,686 42
Miscellaneous, office of Postmaster-General..	803 34	21 86	.....	281 55
Foreign mail transportation.....	52,927 58	81,335 94	74,572 30	69,515 18
Balances due foreign countries.....	19 61	16,018 14	3,453 24	2,242 35
Postmarking machines.....				

RECEIPTS AND EXPENDITURES.

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ters, for the fiscal year ended June 30, 1882, compared with fiscal years ended June 30, 1881, 30, 1880.

RECEIPTS.

Total year ended June 30, 1882.	Total ex- penditures on account of previous fiscal years.	Total year ended June 30, 1881.	Compared with year ended June 30, 1881.		Total year ended June 30, 1880.	Compared with year ended June 30, 1880.	
			Increase.	Decrease.		Increase.	Decrease.
\$97, 585 32	.....	\$100, 809 23	.....	\$3, 223 91	\$78, 752 92	\$18, 832 40	.....
1, 652, 132 21	.....	1, 499, 449 87	\$152, 682 34	.....	1, 423, 301 73	228, 830 48	.....
20, 426 99	.....	15, 751 44	4, 675 55	.....	11, 287 53	9, 139 46	.....
39, 703, 357 00	.....	34, 835, 745 10	4, 867, 611 90	.....	31, 494, 120 15	8, 209, 236 85	.....
7, 657 63	.....	6, 584 40	1, 073 23	.....	6, 506 97	1, 150 66	.....
360, 767 35	.....	295, 581 39	65, 185 96	.....	269, 205 25	91, 562 10	.....
34, 483 65	.....	31, 476 54	3, 007 11	.....	32, 304 79	2, 178 86	.....
41, 876, 410 15	.....	36, 785, 397 97	5, 094, 236 09	3, 223 91	33, 315, 479 34	8, 560, 930 81	.....
36, 785, 397 97	.....	.....	3, 223 91	.....	41, 876, 410 15	.....	.....
5, 091, 012 18	.....	.....	5, 091, 012 18	.....	8, 560, 930 81	.....	.....

Comparison, excluding revenue from money-order business:  
Increase of receipts over year ended June 30, 1881, \$5,025,826.22, or 13.8 + per cent.  
Increase of receipts over year ended June 30, 1880, \$8,469,368.71, or 25.6 + per cent.

EXPENDITURES.

8, 064, 676 72	\$10, 641 00	8, 298, 742 79	665, 933 93	.....	7, 708, 407 54	1, 256, 269 18	.....
3, 908, 396 60	5, 826 22	3, 676, 756 22	231, 640 38	.....	3, 567, 793 02	840, 003 58	.....
2, 623, 262 74	.....	2, 499, 911 54	123, 351 20	.....	2, 363, 717 71	259, 545 03	.....
19, 993 59	.....	24, 900 10	4, 906 51	.....	20, 000 00	\$6 41	.....
52, 754 64	.....	84, 603 38	31, 848 74	.....	50, 244 00	2, 510 64	.....
14, 144 30	.....	13, 499 50	644 80	.....	11, 999 60	2, 144 70	.....
10, 000 00	.....	7, 997 80	2, 002 20	.....	5, 999 90	4, 000 10	.....
401, 078 04	2, 461 49	382, 714 86	19, 263 18	.....	364, 018 15	37, 959 89	.....
56, 517 28	136 19	49, 238 45	7, 278 83	.....	48, 284 81	8, 232 47	.....
20, 716 64	432 50	19, 296 87	1, 419 77	.....	16, 678 12	4, 038 52	.....
68, 594 76	290 97	80, 989 15	12, 394 39	.....	77, 210 86	8, 616 10	.....
10, 286, 085 00	146, 741 25	9, 543, 155 36	742, 929 64	.....	8, 198, 591 52	2, 087, 493 48	.....
5, 704, 466 33	96, 680 80	7, 170, 624 10	1, 466, 157 77	.....	6, 925, 274 98	1, 220, 808 65	.....
563, 504 76	3, 595 96	826, 097 51	262, 592 75	.....	789, 101 65	25, 596 89	.....
1, 304, 407 30	13, 834 93	1, 268, 221 50	35, 185 80	.....	1, 141, 545 19	161, 862 11	.....
381, 533 75	.....	.....	381, 533 75	.....	.....	381, 533 75	.....
1, 374, 031 97	872 29	1, 466, 275 52	107, 706 45	.....	1, 367, 463 35	200, 568 62	.....
1, 321, 961 57	532 18	1, 241, 400 41	80, 561 16	.....	1, 116, 697 97	205, 263 60	.....
189, 380 06	401 14	196, 274 90	6, 894 84	.....	174, 854 38	14, 525 68	.....
149, 228 74	.....	133, 195 22	16, 033 52	.....	119, 423 79	29, 804 95	.....
713, 603 95	11, 110 74	724, 984 21	11, 380 26	.....	667, 421 32	46, 182 63	.....
8, 736 37	96, 384 60	.....	8, 736 37	.....	3, 766 50	4, 969 87	.....
197, 038 95	230 90	183, 879 59	13, 159 36	.....	181, 022 26	66, 016 69	.....
51, 914 60	.....	43, 725 40	8, 189 20	.....	41, 945 87	9, 968 73	.....
164, 219 62	27 51	140, 548 63	23, 675 99	.....	143, 151 24	21, 068 38	.....
2, 331 63	1, 000 80	3, 065 22	733 59	.....	3, 712 03	1, 380 40	.....
103, 945 23	.....	96, 630 30	7, 314 93	.....	89, 184 14	14, 761 09	.....
7, 051 46	.....	7, 204 51	153 05	.....	7, 365 71	314 25	.....
510, 899 45	.....	443, 967 42	66, 432 03	.....	418, 009 55	92, 389 90	.....
14, 711 20	.....	15, 150 34	439 14	.....	15, 254 17	542 97	.....
191, 264 02	.....	215, 700 57	24, 436 55	.....	191, 218 11	45 91	.....
6, 755 19	8 39	6, 434 57	320 62	.....	6, 998 68	243 49	.....
72, 474 53	.....	100, 249 50	27, 774 97	.....	69, 743 67	2, 730 86	.....
1, 444 38	.....	990 95	453 43	.....	1, 355 51	88 87	.....
1, 644 35	.....	1, 224 93	419 42	.....	1, 191 47	452 88	.....
35, 254 54	1, 611 29	39, 955 01	4, 700 47	.....	27, 149 86	8, 104 68	.....
1, 107 05	560 00	940 00	167 05	.....	1, 485 06	378 01	.....
278, 351 00	28, 063 38	224, 461 38	53, 889 62	.....	206, 000 35	72, 350 65	.....
21, 733 34	21, 932 95	12, 733 75	8, 999 59	.....	7, 538 34	14, 195 00	.....
.....	.....	.....	.....	.....	1, 000 00	1, 000 00	.....
.....	.....	6, 000 00	6, 000 00	.....	.....	.....	.....

No. 2.—Statement exhibiting the receipts and expenditures,  
EXPENDITURES—Continued.

	Quarterended September 30, 1881.	Quarterended December 31, 1881.	Quarterended March 31, 1882.	Quarterended June 30, 1882.
Miscellaneous, Second Assistant Postmaster-General .....	\$80 00	\$26 55	\$287 40	\$103 76
Refund to New Zealand and New South Wales .....	10,000 00	.....	10,000 00	10,000 00
Miscellaneous, Third Assistant Postmaster-General .....	.....	145 50	112 22	34 50
Miscellaneous, money-order office .....	.....	.....	121 75	2,875 26
Rent of money-order building .....	.....	.....	.....	1,999 98
Furniture for money-order building .....	.....	.....	.....	5,252 18
	9,686,810 96	9,941,976 70	9,976,307 81	10,434,539 28

Total expenditures for transportation of the mails for the year ended June 30, 1881 .....	\$18,808,098 47
Total expenditures for transportation of the mails for the year ended June 30, 1882 .....	18,238,997 14
Decrease from year ended June 30, 1881 .....	569,101 33, or 3 + per cent.
Total expenditures for transportation of the mails for the year ended June 30, 1882 .....	18,238,997 14
Total expenditures for transportation of the mails for the year ended June 30, 1880 .....	17,054,513 34
Increase over year ended June 30, 1880 .....	1,184,483 80, or 6.9 + per cent

under appropriate heads, by quarters, &c.—Continued.

EXPENDITURES—Continued.

Total year ended June 30, 1882.	Total ex- penditures on account of previous fiscal years.	Total year ended June 30, 1881.	Compared with year ended June 30, 1881.		Total year ended June 30, 1880.	Compared with year ended June 30, 1880.	
			Increase.	Decrease.		Increase.	Decrease.
\$477 71	.....	.....	\$477 71	.....	.....	\$477 71	.....
30,000 00	.....	.....	30,000 00	.....	.....	30,000 00	.....
292 22	.....	.....	292 22	.....	.....	292 22	.....
2,997 01	.....	.....	2,997 01	.....	.....	2,997 01	.....
1,999 98	.....	.....	1,999 98	.....	.....	1,999 98	.....
5,252 18	.....	.....	5,252 18	.....	.....	5,252 18	.....
40,039,634 75	\$442,386 48	\$39,251,736 46	2,648,311 32	\$1,860,413 03	\$36,101,820 38	5,396,701 54	\$1,458,887 17
39,251,736 46	.....	.....	1,860,413 03	.....	40,039,634 75	1,458,887 17	.....
787,898 29	.....	.....	787,898 29	.....	3,937,814 37	3,937,814 37	.....

Comparison:  
Increase of expenditures over year ended June 30, 1881, \$787,898.29, or 2 + per cent.  
Increase of expenditures over year ended June 30, 1880, \$3,937,814.37, or 10.9 + per cent.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 3.—Statement showing appropriations and expenditures for the year ended June 30, 1882.

Title of appropriation.	Amount of appropriations.	Expended to Sept. 30, 1882.	Balance unexpended.	Excess of expenditure.
Compensation of postmasters.....	\$8,992,206 88	\$8,964,676 72	\$27,530 16	.....
Compensation of clerks in post-offices.....	3,950,000 00	3,908,396 60	41,603 40	.....
Compensation of letter-carriers and incidental expenses.....	2,625,000 00	2,623,262 74	1,737 26	.....
Wrapping-paper.....	25,000 00	19,993 59	5,006 41	.....
Twine.....	55,000 00	52,754 64	2,245 36	.....
Postmarking and canceling stamps.....	15,000 00	14,144 30	855 70	.....
Letter-balances.....	10,000 00	10,000 00	.....	.....
Rent, light, and fuel for post-offices.....	425,000 00	401,978 04	23,021 96	.....
Stationery.....	50,000 00	56,517 28	.....	\$6,517 28
Furniture for post-offices.....	20,000 00	20,716 64	.....	716 64
Miscellaneous, office of the First Assistant Postmaster-General.....	90,000 00	68,594 76	21,405 24	.....
Inland mail transportation, railroad.....	10,808,282 00	10,286,085 00	522,197 00	.....
Inland mail transportation, special facilities.....	425,000 00	381,533 75	43,466 25	.....
Inland mail transportation, star.....	7,900,000 00	5,704,466 33	2,195,533 67	.....
Inland mail transportation, steamboat.....	925,000 00	563,504 76	361,495 24	.....
Transportation by postal cars.....	1,426,000 00	1,303,407 30	122,592 70	.....
Compensation of railway post-office clerks.....	1,500,000 00	1,574,031 97	15,968 03	.....
Compensation of route-agents.....	1,320,000 00	1,321,961 57	.....	1,961 57
Compensation of mail-route messengers.....	200,000 00	189,380 06	10,619 94	.....
Compensation of local agents.....	150,000 00	149,228 74	771 26	.....
Compensation of mail-messengers.....	775,750 00	713,603 95	62,146 05	.....
Mail locks and keys.....	25,000 00	8,736 37	16,263 63	.....
Mail bags and catchers.....	200,000 00	197,038 95	2,961 05	.....
Post-route maps.....	51,914 80	51,914 00	.....	.....
Mail depredations and post-office inspectors.....	175,000 00	166,551 25	8,448 75	.....
Fees to United States marshals, clerks, and counsel.....	.....	.....	.....	.....
Postage-stamps.....	105,000 00	103,945 23	1,054 77	.....
Distribution of postage-stamps.....	8,100 00	7,051 46	1,048 54	.....
Stamped envelopes and newspaper-wrappers.....	515,000 00	510,399 45	4,600 55	.....
Distribution of envelopes and wrappers.....	16,000 00	14,711 20	1,288 80	.....
Postal cards.....	296,000 00	191,264 02	104,735 98	.....
Distribution of postal cards.....	7,300 00	6,755 19	544 81	.....
Registered-package envelopes, locks, and seals, and office and dead-letter envelopes..	120,000 00	72,474 53	47,525 47	.....
Ship, steamboat, and way letters.....	4,500 00	1,444 38	3,055 62	.....
Engraving, printing, and binding drafts and warrants.....	1,614 35	1,644 35	.....	.....
Advertising.....	35,000 00	35,254 54	.....	254 54
Miscellaneous, office of the Postmaster-General.....	2,000 00	1,107 05	892 95	.....
Foreign mail transportation.....	295,000 00	278,351 00	16,649 00	.....
Balances due foreign countries.....	45,000 00	21,733 34	23,266 66	.....
Miscellaneous, office of the Second Assistant Postmaster-General.....	1,000 00	477 71	522 29	.....
Miscellaneous, office of the Third Assistant Postmaster-General.....	1,000 00	292 22	707 78	.....
Refund to New Zealand and New South Wales.....	40,000 00	30,000 00	10,000 00	.....
Miscellaneous, Money-Order building.....	3,000 00	2,997 01	2 99	.....
Rent, Money-Order building.....	8,000 00	1,999 98	6,000 02	.....
Furniture, Money-Order building.....	10,000 00	5,252 18	4,747 82	.....
<b>Total.....</b>	<b>43,542,697 83</b>	<b>40,039,634 75</b>	<b>3,512,513 11</b>	<b>9,450 03</b>

A. D. HAZEN,  
Third Assistant Postmaster-General.

*Comparative statement between fiscal years of 1881 and 1882 at Treasury depositories.*

Deposits for fiscal year 1882 .....	\$20,998,144 72
Deposits for fiscal year 1881 .....	11,086,631 17
Increase in deposits for 1882 .....	<u>9,911,513 55</u>
Grants from the Treasury for 1881 .....	\$3,968,453 47
Grants from the Treasury for 1882 .....	157,925 80
Increase of grants for 1881 .....	<u>3,810,527 67</u>
Increase of deposits for 1882 .....	9,911,513 55
Deduct increase of aggregate receipts for 1882 .....	6,100,985 88
	<u>3,810,527 67</u>
Aggregate receipts for 1882 .....	21,156,070 52
Aggregate receipts for 1881 .....	15,055,084 64
	<u>6,100,985 88</u>
Increase of deposits for 1882 .....	9,911,513 55
Deduct increase of grants for 1881 .....	3,810,527 67
	<u>6,100,985 88</u>
Increase in deposits for 1882 .....	10,000,602 89
Decrease in deposits for 1882 .....	89,089 34
Increase for 1882, as shown above .....	<u>9,911,513 55</u>
Warrants drawn for 1882 .....	19,072,353 51
Warrants drawn for 1881 .....	13,788,704 88
Increase for 1882 .....	<u>5,333,648 63</u>
Balance subject to draft June 30, 1882 .....	5,735,845 39
Balance subject to draft June 30, 1881 .....	3,651,905 38
Increase for 1882 .....	<u>2,083,940 01</u>
Total number of warrants issued during fiscal year 1882 .....	38,851
Total number of warrants issued during fiscal year 1881 .....	14,713
Increase for 1882 .....	<u>24,138</u>

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## No. 4.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.
Treasurer United States, Washington, D. C .....	\$423, 928 21	\$1, 500 00
Assistant treasurer United States, Baltimore, Md .....	400, 472 29	.....
Assistant treasurer United States, Boston, Mass .....	2, 340, 243 89	.....
Assistant treasurer United States, Chicago, Ill .....	3, 665, 797 83	.....
Assistant treasurer United States, Cincinnati, Ohio .....	1, 762, 473 26	.....
Assistant treasurer United States, New Orleans, La .....	649, 684 00	.....
Assistant treasurer United States, New York, N. Y .....	7, 143, 279 28	156, 425 80
Assistant treasurer United States, Philadelphia, Pa .....	2, 089, 913 67	.....
Assistant treasurer United States, San Francisco, Cal .....	920, 614 67	.....
Assistant treasurer United States, Saint Louis, Mo .....	1, 534, 081 16	.....
First National Bank, Denver, Colo .....	911 17	.....
First National Bank, Galveston, Tex .....	218 28	.....
First National Bank, Helena, Mont .....	.....	.....
First National Bank, Leavenworth, Kans .....	156 02	.....
First National Bank, Memphis, Tenn .....	664 63	.....
First National Bank, Milwaukee, Wis .....	150 00	.....
First National Bank, Montgomery, Ala .....	1, 279 14	.....
First National Bank, Nashville, Tenn .....	100 00	.....
First National Bank, Portland, Oreg .....	1, 071 30	.....
First National Bank, Portsmouth, N. H .....	100 00	.....
First National Bank, Richmond, Va .....	22, 482 03	.....
First National Bank, Saint Paul, Minn .....	150 54	.....
First National Bank, Santa Fé, N. Mex .....	.....	.....
First National Bank, Trenton, N. J .....	1, 350 00	.....
First National Bank, Wilmington, Del .....	36 30	.....
First National Bank, Yankton, Dak .....	106 81	.....
Second National Bank, Saint Paul, Minn .....	795 77	.....
Merchants' National Bank, Cleveland, Ohio .....	540 00	.....
Merchants' National Bank, Little Rock, Ark .....	1, 011 34	.....
Merchants' National Bank, Portland, Me .....	40 55	.....
Atlanta National Bank, Atlanta, Ga .....	5 00	.....
Charter Oak National Bank, Hartford, Conn .....	200 00	.....
City National Bank, Grand Rapids, Mich .....	500 00	.....
Davenport National Bank, Davenport, Iowa .....	43 76	.....
Deseret National Bank, Salt Lake City, Utah .....	.....	.....
East Tennessee National Bank, Knoxville, Tenn .....	.....	.....
Farmers and Mechanics' National Bank, Buffalo, N. Y .....	354 12	.....
Indianapolis National Bank, Indianapolis, Ind .....	1, 000 00	.....
Kentucky National Bank, Louisville, Ky .....	.....	.....
Lynchburg National Bank, Lynchburg, Va .....	.....	.....
Nassau National Bank, Brooklyn, N. Y .....	.....	.....
Omaha National Bank, Omaha, Nebr .....	190 62	.....
People's National Bank, Charleston, S. C .....	27, 531 13	.....
Planters' National Bank, Richmond, Va .....	.....	.....
Raleigh National Bank, Raleigh, N. C .....	236 14	.....
San Antonio National Bank, San Antonio, Tex .....	80 75	.....
State National Bank, Springfield, Ill .....	178 28	.....
Tradesmen's National Bank, Pittsburgh, Pa .....	173 28	.....
Planters' National Bank, Danville, Va .....	.....	.....
Total .....	20, 998, 144 72	157, 925 80

depositories during the fiscal year ended June 30, 1882.

By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1881.	Decrease of receipts from 1881.	Warrants drawn.
\$305,107 60	\$730,535 81	\$425,428 21	\$68,592 67	.....	\$677,372 20
.....	400,472 29	400,472 29	92,966 74	.....	288,175 41
.....	2,340,243 89	2,340,243 89	1,186,709 45	.....	1,251,600 92
.....	3,665,797 83	3,665,797 83	2,173,751 67	.....	2,654,199 64
.....	1,762,473 26	1,762,473 26	1,239,271 99	.....	1,420,192 78
350,000 00	999,684 00	649,684 00	420,515 58	.....	872,807 41
6,000 00	7,311,705 08	7,305,705 08	2,825,703 75	.....	7,271,607 29
75,000 00	2,164,913 67	2,089,913 67	924,840 95	.....	1,817,095 69
.....	920,614 67	920,614 67	303,254 47	.....	661,392 98
800,000 00	2,334,181 16	1,534,081 16	709,388 44	.....	2,157,909 19
.....	911 17	911 17	.....	\$18,666 17	.....
.....	218 28	218 28	215 28	5,716 88	.....
.....	156 02	156 02	56 02	.....	.....
.....	664 63	664 63	614 63	.....	.....
.....	150 00	150 00	50 00	.....	.....
.....	1,279 14	1,279 14	1,278 14	.....	.....
.....	100 00	100 00	.....	49 50	.....
.....	1,071 30	1,071 30	.....	11,457 67	.....
.....	100 00	100 00	100 00	.....	.....
.....	22,482 03	22,482 03	22,482 03	.....	.....
.....	150 54	150 54	.....	2,821 80	.....
.....	1,350 00	1,350 00	450 00	10,963 26	.....
.....	36 30	36 30	86 30	.....	.....
.....	106 31	106 31	63 91	.....	.....
.....	795 77	795 77	490 77	.....	.....
.....	540 00	540 00	385 00	.....	.....
.....	1,011 34	1,011 34	.....	18,384 65	.....
.....	40 55	40 55	40 55	.....	.....
.....	5 00	5 00	.....	647 90	.....
.....	200 00	200 00	200 00	.....	.....
.....	500 00	500 00	364 64	.....	.....
.....	43 76	43 76	43 76	.....	.....
.....	.....	.....	.....	16,364 20	.....
.....	354 12	354 12	.....	395 11	.....
.....	1,000 00	1,000 00	785 08	145 88	.....
.....	.....	.....	.....	785 84	.....
.....	.....	.....	.....	96 45	.....
.....	.....	.....	.....	100 00	.....
.....	190 62	190 62	70 02	.....	.....
.....	27,531 13	27,531 13	27,466 63	.....	.....
.....	236 14	236 14	236 14	93 35	.....
.....	80 75	80 75	.....	2,288 31	.....
.....	178 28	178 28	178 28	.....	.....
.....	173 28	173 28	.....	10 87	.....
.....	.....	.....	.....	100 00	.....
1,536,107 60	22,692,178 12	21,156,070 52	10,000,602 89	89,089 34	19,072,353 51
			89,089 34		
			9,911,513 55		

## No. 4.—Receipts and disbursements at Treasury depositories

Depositories.	Increase over 1881.	Decrease from 1881.
Treasurer United States, Washington, D. C.....		\$135, 129 41
Assistant treasurer United States, Baltimore, Md.....	\$49, 614 10	
Assistant treasurer United States, Boston, Mass.....	587, 880 42	
Assistant treasurer United States, Chicago, Ill.....	1, 416, 505 63	
Assistant treasurer United States, Cincinnati, Ohio.....	878, 184 14	
Assistant treasurer United States, New Orleans, La.....	198, 765 55	
Assistant treasurer United States, New York, N. Y.....	1, 042, 592 55	
Assistant treasurer United States, Philadelphia, Pa.....	546, 501 51	
Assistant treasurer United States, San Francisco, Cal.....	192, 029 22	
Assistant treasurer United States, Saint Louis, Mo.....	556, 614 02	
First National Bank, Denver, Colo.....		
First National Bank, Galveston, Tex.....		
First National Bank, Helena, Mont.....		
First National Bank, Leavenworth, Kans.....		
First National Bank, Memphis, Tenn.....		
First National Bank, Milwaukee, Wis.....		
First National Bank, Montgomery, Ala.....		
First National Bank, Nashville, Tenn.....		
First National Bank, Portland, Oreg.....		
First National Bank, Portsmouth, N. H.....		
First National Bank, Richmond, Va.....		
First National Bank, Saint Paul, Minn.....		
First National Bank, Santa Fé, N. Mex.....		
First National Bank, Trenton, N. J.....		
First National Bank, Wilmington, Del.....		
First National Bank, Yankton, Dak.....		
Second National Bank, Saint Paul, Minn.....		
Merchants' National Bank, Cleveland, Ohio.....		
Merchants' National Bank, Little Rock, Ark.....		
Merchants' National Bank, Portland, Me.....		
Atlanta National Bank, Atlanta, Ga.....		
Charter Oak National Bank, Hartford, Conn.....		
City National Bank, Grand Rapids, Mich.....		
Davenport National Bank, Davenport, Iowa.....		
Deseret National Bank, Salt Lake City, Utah.....		
East Tennessee National Bank, Knoxville, Tenn.....		
Farmers and Mechanics' National Bank, Buffalo, N. Y.....		
Indianapolis National Bank, Indianapolis, Ind.....		
Kentucky National Bank, Louisville, Ky.....		
Lynchburg National Bank, Lynchburg, Va.....		
Nassau National Bank, Brooklyn, N. Y.....		
Omaha National Bank, Omaha, Nebr.....		
People's National Bank, Charleston, S. C.....		
Planters' National Bank, Richmond, Va.....		
Raleigh National Bank, Raleigh, N. C.....		
San Antonio National Bank, San Antonio, Tex.....		
State National Bank, Springfield, Ill.....		
Tradesmen's National Bank, Pittsburgh, Pa.....		
Planters' National Bank, Danville, Va.....		
Total.....	5, 468, 778 04 135, 129 41	135, 129, 41
	5, 333, 648 63	

during the fiscal year ended June 30, 1882—Continued.

Transfer account.		Warrants paid.	Outstanding warrants, June 30, 1881.	Outstanding warrants, June 30, 1882.	Balances as per transcripts, June 30, 1882.	Balances subject to draft, June 30, 1882.
From—	To—					
	\$305,107 60	\$703,501 01	\$15,997 38	\$4,169 10	\$129,611 31	\$125,442 21
\$75,000 00		286,357 73	1,715 19	2,276 42	240,118 56	237,812 14
550,000 00		1,247,533 93	148 51	3,904 90	809,951 21	806,046 31
		2,651,125 03	2,321 92	5,286 53	1,153,166 35	1,147,879 82
300,000 00		1,412,405 49	919 69	8,591 98	475,607 93	467,015 95
	350,000 00	864,370 56	4,462 64	8,411 10	230,396 26	221,985 16
550,000 00	6,000 00	7,257,714 92	17,157 05	28,091 93	1,440,080 29	1,411,988 36
	75,000 00	1,817,311 08	1,622 14	1,406 75	543,192 73	541,785 98
		653,069 31	1,874 42	5,198 09	457,565 23	452,367 14
	800,000 00	2,159,918 59	15,118 66	12,823 66	335,367 12	322,543 46
911 17						
142 35					75 93	75 93
452 72					211 91	211 91
150 00					156 02	156 02
1,279 14						
100 00						
1,071 30						
100 00						
22,482 03						
150 54						
1,350 00						
38 30						
106 31						
795 77						
540 00						
731 34					280 00	280 00
40 55						
5 00						
200 00						
400 00					100 00	100 00
43 76						
254 12					100 00	100 00
1,100 00						
190 62						
27,531 13						
236 14						
355 75					25 00	25 00
178 28						
173 28						
1,536,107 60	1,536,107 60	19,053,307 65	61,337 60	80,160 46	5,816,005 85	5,735,845 39

No. 5.—Receipts and disbursements at depository post-offices on account of the fiscal year ended June 30, 1882.

Offices.	Proceeds.	Deposits.	Aggregate accu- mulations.	Amount subject to draft June 30, 1881.	Credit balance June 30, 1881.	Total.	Disbursements.	Transferred to other depository offices.
Albany, N. Y . . . . .	\$27, 803 98	\$61, 851 11	\$89, 655 09	\$21, 130 50	.....	110, 785 59	57, 823 89	52, 961 70
Atlanta, Ga . . . . .	18, 203 48	20, 955 59	39, 159 07	9, 751 42	.....	48, 910 49	33, 724 04	15, 186 45
Auburn, N. Y . . . . .	6, 172 36	2, 014 15	8, 186 51	5, 284 99	.....	13, 471 50	5, 408 78	8, 062 74
Augusta, Me . . . . .	12, 712 11	6, 639 59	19, 351 70	26, 194 67	.....	45, 546 37	31, 028 48	14, 517 89
Austin, Tex . . . . .	5, 062 76	18, 689 03	23, 751 79	699 90	.....	24, 441 69	18, 874 37	5, 567 32
Bangor, Me . . . . .	4, 792 52	9, 005 96	13, 798 48	2, 078 26	.....	15, 876 74	12, 498 54	3, 378 20
Binghamton, N. Y . . . . .	6, 237 35	12, 874 23	19, 111 58	5, 694 08	.....	24, 805 66	4, 585 40	20, 220 26
Boise City, Idaho . . . . .	688 55	37, 149 14	37, 837 69	27, 477 46	.....	65, 315 15	8, 724 50	56, 590 65
Charleston, S. C . . . . .	12, 977 07	18, 725 49	31, 702 56	3, 562 06	.....	35, 264 62	25, 596 97	9, 667 65
Cheyenne, Wyo . . . . .	1, 737 06	3, 054 51	4, 791 57	4, 527 03	.....	9, 318 60	2, 576 50	6, 742 10
Cleveland, Ohio . . . . .	58, 447 79	73, 891 47	132, 339 26	10, 001 25	.....	142, 340 51	107, 821 11	34, 519 40
Columbus, Ohio . . . . .	20, 437 78	16, 068 01	36, 505 79	20, 314 48	.....	56, 820 27	26, 173 94	30, 646 33
Concord, N. H. . . . .	5, 057 74	15, 991 70	21, 049 44	6, 609 30	.....	27, 658 74	15, 373 40	12, 285 34
Council Bluffs, Iowa . . . . .	4, 243 52	19, 847 78	24, 091 30	2, 742 00	.....	26, 833 30	15, 003 24	11, 830 06
Denver, Colo . . . . .	26, 352 20	39, 692 81	66, 045 01	10, 952 95	.....	76, 997 96	46, 282 86	30, 715 10
Des Moines, Iowa . . . . .	14, 988 37	27, 050 21	42, 038 58	13, 099 05	.....	55, 137 63	14, 214 06	40, 923 57
Detroit, Mich . . . . .	54, 159 72	46, 910 66	101, 070 38	35, 492 11	.....	136, 562 49	81, 966 70	54, 595 79
Dubuque, Iowa . . . . .	8, 112 97	43, 046 42	51, 159 39	7, 846 71	.....	59, 006 10	22, 188 12	36, 817 98
Elmira, N. Y . . . . .	7, 307 58	8, 347 95	15, 655 53	3, 572 41	.....	19, 227 94	8, 548 47	10, 679 47
Evansville, Ind . . . . .	6, 262 88	8, 213 45	14, 476 33	1, 790 37	.....	16, 266 70	13, 170 22	3, 096 48
Fort Wayne, Ind . . . . .	5, 872 02	20, 128 80	26, 000 82	6, 263 58	.....	32, 264 40	6, 764 76	25, 499 64
Grand Rapids, Mich . . . . .	13, 612 27	28, 994 71	42, 606 98	14, 532 64	.....	57, 139 62	18, 897 65	38, 241 97
Harrisburgh, Pa . . . . .	7, 909 78	32, 560 85	40, 470 63	970 40	.....	41, 441 03	31, 698 62	9, 742 41
Hartford, Conn . . . . .	24, 123 97	24, 982 93	49, 106 90	22, 094 56	.....	71, 201 46	38, 929 78	32, 271 68
Helena, Mont . . . . .	2, 142 27	8, 054 57	10, 196 84	1, 519 27	.....	11, 716 11	8, 998 76	2, 717 35
Houghton, Mich . . . . .	513 80	2, 554 66	3, 068 46	1, 832 64	.....	4, 901 10	2, 759 93	2, 141 17
Houston, Tex . . . . .	7, 286 75	48, 475 96	55, 762 71	4, 874 63	.....	60, 637 34	52, 616 74	8, 020 60
Iowa City, Iowa . . . . .	1, 706 31	7, 610 12	9, 316 43	1, 910 23	.....	11, 226 66	7, 894 57	3, 332 09
Indianapolis, Ind . . . . .	29, 838 67	36, 518 38	66, 357 05	15, 459 49	.....	81, 816 54	57, 339 13	24, 477 41
Jackson, Miss . . . . .	978 27	10, 715 39	11, 693 66	1, 366 90	.....	13, 060 56	12, 395 15	665 41
Jacksonville, Fla . . . . .	2, 695 30	8, 551 10	11, 246 40	190 55	.....	11, 436 95	11, 174 76	262 19
Jamesstown, N. Y . . . . .	3, 048 42	3, 081 02	6, 129 44	2, 636 40	.....	8, 765 84	2, 341 91	6, 423 93
Kalamazoo, Mich . . . . .	4, 923 29	17, 886 69	22, 809 98	6, 522 24	.....	29, 332 22	2, 267 32	27, 064 90
Keokuk, Iowa . . . . .	4, 997 27	17, 719 67	22, 716 94	4, 060 30	.....	26, 777 24	12, 039 45	14, 737 79
Knoxville, Tenn . . . . .	5, 933 43	8, 129 26	14, 062 69	4, 981 48	.....	19, 044 17	13, 035 53	6, 008 64
Lansing, Mich . . . . .	3, 746 02	6, 681 64	10, 427 66	5, 699 01	.....	16, 126 67	1, 508 82	14, 617 85
Leavenworth, Kans . . . . .	3, 981 76	64, 086 33	68, 068 09	5, 884 43	.....	73, 952 52	67, 175 50	6, 777 02
Lexington, Ky . . . . .	3, 784 66	5, 819 75	9, 604 41	3, 546 61	.....	13, 151 02	6, 500 72	6, 650 30

POST-OFFICE DEPOSITORIES.

Lima, Ohio.....	1,807 25	9,416 73	11,223 98	1,129 11	12,353 09	1,284 11	11,068 98
Little Rock, Ark.....	4,932 91	69,210 03	74,142 94	2,068 37	76,211 31	74,534 98	1,676 33
Louisville, Ky.....	43,792 38	19,548 24	63,340 62	23,831 47	87,172 09	70,431 47	16,740 62
Madison, Wis.....	4,115 35	6,762 63	10,877 98	3,222 20	14,100 18	3,411 29	10,688 89
Meadville, Pa.....	2,108 97	14,797 19	16,906 16	5,422 83	22,328 99	6,601 63	15,727 36
Memphis, Tenn.....	13,436 94	13,700 05	27,136 99	6,186 87	33,323 86	21,916 39	11,407 47
Milwaukee, Wis.....	47,070 35	50,921 00	97,991 35	21,507 23	119,498 58	98,644 15	20,854 43
Mobile, Ala.....	7,051 22	9,524 40	16,575 62	7,607 28	24,182 90	12,146 93	12,036 97
Montgomery, Ala.....	856 25	15,805 90	16,662 15	2,743 82	19,405 97	18,399 97	1,006 00
Montpelier, Vt.....	1,690 69	9,879 86	11,570 05	1,926 60	13,496 65	3,890 07	9,616 58
Nashville, Tenn.....	17,866 27	17,388 71	35,254 98	15,651 10	50,906 08	28,056 68	22,849 40
Newark, N. J.....	26,027 11	31,625 65	57,652 76	11,991 19	69,643 95	37,234 69	32,409 26
New Bedford, Mass.....	6,635 45	1,107 37	6,742 82	4,615 45	11,358 27	1,941 56	9,416 71
New Haven, Conn.....	21,261 95	27,673 18	48,935 13	25,248 82	74,183 95	19,780 89	54,403 06
Ogdensburgh, N. Y.....	1,695 54	5,799 17	7,494 71	1,860 52	9,655 03	7,809 78	1,545 25
Olean, N. Y.....	2,146 81	6,184 25	8,331 06	1,787 36	10,118 42	2,106 56	8,011 84
Olympia, Wash.....	210, 35	7,287 99	7,498 34	6,683 92	14,182 26	6,163 63	8,018 63
Omaha, Nebr.....	13,217 00	25,291 47	38,508 47	.....	38,386 21	36,647 63	1,738 58
Peoria, Ill.....	12,195 27	16,728 45	28,923 72	8,106 56	37,030 28	10,318 35	26,711 93
Pittsburgh, Pa.....	60,927 54	55,755 38	116,682 92	22,701 06	139,383 98	109,581 99	29,801 99
Plattsburgh, N. Y.....	1,749 12	3,404 83	5,153 95	2,105 82	7,259 77	1,275 35	5,984 42
Portland, Me.....	16,369 86	25,434 78	41,804 64	21,358 51	63,163 15	30,264 32	32,898 83
Portland, Oreg.....	9,350 54	18,972 13	28,322 67	9,605 86	37,928 53	23,766 99	14,161 54
Portsmouth, N. H.....	2,939 81	5,398 37	8,336 18	1,470 50	9,808 68	2,843 43	6,965 25
Providence, R. I.....	35,927 23	29,028 95	64,956 18	19,173 93	84,130 11	18,553 23	65,576 88
Raleigh, N. C.....	3,101 40	25,628 43	28,729 83	2,103 08	30,832 91	21,677 92	9,154 99
Richmond, Va.....	22,128 54	13,403 93	35,532 47	3,632 60	39,165 07	24,816 54	14,348 53
Rochester, N. Y.....	31,480 47	77,600 15	109,080 62	14,635 01	123,715 63	25,153 09	98,562 54
Rutland, Vt.....	2,612 87	9,356 70	11,969 57	1,230 99	13,200 56	6,639 61	6,560 95
Saint Albans, Vt.....	1,143 45	1,533 45	2,676 90	676 87	3,353 77	1,275 40	2,078 37
Saint Johnsbury, Vt.....	1,279 15	2,893 90	4,173 05	1,661 67	5,834 72	1,624 52	4,210 20
Saint Paul, Minn.....	29,259 36	64,365 26	93,624 62	19,155 73	112,780 35	40,394 75	72,385 60
Salt Lake City, Utah.....	4,658 78	6,521 24	11,190 02	4,826 98	16,007 00	7,978 63	8,028 37
Santa Fe, N. Mex.....	1,241 20	8,734 76	9,975 96	280 66	10,256 62	5,549 95	4,706 67
Savannah, Ga.....	11,136 00	12,073 92	23,209 92	3,637 84	26,847 76	17,524 99	9,322 77
Scranton, Pa.....	5,334 86	19,252 81	24,587 67	5,374 63	29,962 30	5,923 76	24,038 54
Springfield, Ill.....	6,051 33	16,459 92	22,511 25	7,088 76	29,600 01	3,669 84	25,930 17
Springfield, Mass.....	14,548 95	30,638 56	45,207 51	10,113 17	55,320 68	29,946 22	25,374 46
Taunton, Mass.....	3,130 55	3,031 08	6,161 63	3,072 26	9,233 89	787 54	8,446 35
Terre Haute, Ind.....	5,699 70	6,853 49	12,553 19	5,728 13	18,281 32	10,854 98	7,426 34
Towanda, Pa.....	1,283 64	3,066 58	4,350 22	1,631 60	5,981 62	1,842 07	4,138 85
Utica, N. Y.....	11,961 72	3,011 80	44,973 52	13,225 50	58,199 02	21,949 16	36,249 76
Wheeling, W. Va.....	8,040 17	3,166 88	11,207 05	5,521 21	16,728 26	6,794 66	9,913 60
Williamsport, Pa.....	4,758 14	22,455 45	27,213 59	5,311 06	32,524 65	7,345 21	25,170 44
Winona, Minn.....	2,652 68	10,162 21	12,814 89	2,952 48	15,767 37	4,631 45	11,135 92
Worcester, Mass.....	17,885 38	22,709 28	40,594 66	19,560 76	60,155 42	22,186 18	37,969 24
Yankton, Dak.....	823 86	7,084 00	7,907 86	1,643 88	9,551 74	3,690 31	5,861 43
Zanesville, Ohio.....	3,983 83	11,879 81	15,863 64	951 28	16,814 92	4,935 14	11,879 78
Total.....	978,430 24	1,750,120 91	2,728,551 15	685,178 69	122 26	3,413,607 58	1,582,895 60

No. 6.—Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882.

ORDINARY POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.									Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	
September 30, 1881 .....	58,349,000	23,499,400	161,825,800	4,030,440	1,923,700	2,955,210	324,600	90,280	7,790	\$6,803,502 00
December 31, 1881 .....	69,592,200	26,407,400	166,676,000	4,522,120	1,922,750	3,554,290	326,560	142,290	10,050	7,021,966 00
March 31, 1882 .....	78,612,900	28,861,200	183,352,000	5,193,520	2,108,300	4,362,110	536,720	153,910	6,170	7,818,532 00
June 30, 1882 .....	77,380,600	27,578,800	168,609,900	5,531,200	2,013,700	3,670,080	299,460	123,920	5,960	7,235,528 00
Total .....	283,934,700	106,346,800	680,463,700	19,277,280	7,968,450	14,541,690	1,487,340	510,400	29,970	28,679,528 00

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.									
	2-cent.	4-cent.	6-cent.	8-cent.	10-cent.	12-cent.	24-cent.	36-cent.	48-cent.	72-cent.
September 30, 1881 .....	128,300	79,495	47,170	36,540	89,620	34,595	34,135	18,790	12,795	6,180
December 31, 1881 .....	131,770	80,320	52,330	37,595	94,675	37,470	37,425	18,580	12,340	5,735
March 31, 1882 .....	111,145	73,505	48,160	34,940	84,665	39,145	37,680	18,535	14,755	7,430
June 30, 1882 .....	120,195	79,745	47,580	37,955	84,835	37,430	37,270	19,220	12,445	7,135
Total .....	491,410	313,065	195,240	147,030	353,795	148,640	146,510	75,125	52,335	26,480

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882—Continued.*

NEWSPAPER AND PERIODICAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.											Value.
	84-cent.	96-cent.	\$1.92.	\$3.	\$6	\$9.	\$12.	\$24.	\$36.	\$48.	\$60.	
September 30, 1881 ..	5,925	11,930	8,730	7,917	4,186	1,858	2,700	1,100	754	631	1,824	\$384,255 00
December 31, 1881 ..	4,840	14,485	8,640	6,938	2,932	1,484	2,206	787	483	370	2,306	366,664 70
March 31, 1882 ..	7,610	13,905	8,200	9,292	4,387	3,517	3,555	1,461	819	395	2,340	450,722 80
June 30, 1882 ..	6,445	13,070	10,245	8,152	4,425	1,716	2,915	1,297	627	558	2,006	400,427 20
Total ..	24,820	53,390	35,815	32,299	15,930	8,575	11,376	4,645	2,683	1,954	8,476	1,602,069 70

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.							NEWSPAPER WRAPPERS.			Value.	
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	1-cent.		2-cent.
September 30, 1881	7,329,500	1,026,500	18,380,300	28,250	59,800	.....	500	.....	.....	9,165,000	867,500	\$828,354 65
December 31, 1881	7,859,500	1,834,000	19,061,500	47,000	69,550	.....	1,000	.....	.....	8,160,500	1,052,000	868,612 73
March 31, 1882	8,543,750	1,724,500	20,626,550	47,850	92,150	100	600	.....	.....	9,458,250	1,029,250	939,920 39
June 30, 1882	8,551,750	1,103,500	18,306,150	25,750	52,150	.....	500	.....	.....	10,298,750	1,064,250	858,189 85
Total	32,284,500	5,690,500	76,374,500	148,850	273,650	100	2,600	.....	.....	37,082,500	4,004,000	3,495,077 62



No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1882—Continued.*  
STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending—	NUMBER AND DENOMINATIONS OF ENVELOPES.					Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	15-cent.
September 30, 1881	734, 000	1, 055, 000	22, 361, 250	9, 000	83, 000	.....
December 31, 1881	871, 000	1, 188, 000	23, 819, 500	12, 000	71, 500	.....
March 31, 1882	883, 500	1, 296, 500	23, 415, 000	11, 500	82, 000	500
June 30, 1882	768, 500	1, 234, 500	22, 726, 000	12, 500	67, 500	.....
Total	3, 257, 000	4, 774, 000	92, 321, 750	45, 000	304, 000	2, 000
						500
						\$763, 826 30
						815, 227 45
						805, 343 40
						779, 497 70
						3, 163, 894 85

POSTAGE-DUE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.					Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	50-cent.
September 30, 1881	440, 100	137, 250	1, 389, 900	86, 560	128, 550	620
December 31, 1881	525, 100	203, 750	1, 763, 200	127, 480	137, 270	1, 620
March 31, 1882	551, 200	228, 950	1, 784, 000	137, 940	197, 230	760
June 30, 1882	811, 950	388, 350	1, 864, 550	180, 600	276, 880	8, 050
Total	2, 328, 350	958, 300	6, 801, 650	532, 580	739, 930	11, 050
						3, 470
						\$68, 362 00
						83, 008 00
						90, 744 00
						112, 056 00
						352, 170 00

POSTAL CARDS.

Quarter ending—	NUMBER AND DENOMINA- TIONS OF CARDS.		Value.
	1-cent.	2-cent.	
September 30, 1881.....	82,923,000	23,250	\$829,695 00
December 31, 1881.....	90,695,500	29,750	907,550 00
March 31, 1882.....	91,624,500	27,500	916,795 00
June 30, 1882.....	86,151,500	23,000	861,975 00
Total.....	351,394,500	103,500	3,516,015 00

OFFICIAL POSTAGE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.											Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.		\$2.
September 30, 1881 .....	29,000	38,100	262,800	145,000	.....	8,000	34,600	15,300	6,700	16,580	1,300	.....	\$32,635 00
December 31, 1881 .....	33,200	40,380	275,825	127,940	1,200	9,995	47,575	16,000	10,050	16,110	2,100	.....	35,418 25
March 31, 1882 .....	26,800	47,500	384,000	200,800	580	40,700	38,700	16,700	13,200	15,300	2,100	.....	45,688 00
June 30, 1882 .....	33,700	24,800	164,000	111,200	1,250	7,300	18,350	10,000	7,900	13,700	3,000	300	26,250 50
Total .....	122,700	150,780	1,086,625	584,940	2,950	65,995	139,225	58,000	37,850	61,690	8,500	300	139,991 75

## OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO THE WAR DEPARTMENT.

Quarter ending—	NUMBER AND DENOMINA- TIONS OF ENVELOPES.			NEWSPAPER- WRAPPERS.	Value.
	3-cent.	6-cent.	1-cent.		
September 30, 1881 .....	81,000	.....	441,	.....	\$7,515 00
December 31, 1881 .....	78,000	.....	441,	.....	7,420 40
March 31, 1882 .....	70,000	.....	441,	.....	7,356 00
June 30, 1882 .....	78,500	500	400,	500	7,015 10
Total .....	313,500	500	1,722,500	.....	29,306 50

## RECAPITULATION.

Articles issued.	Number.	Amount.
.....	1,114,560,330	\$29,579,528 00
.....	2,214,863	1,602,069 70
.....	114,774,700	2,994,868 82
.....	100,704,250	3,163,894 85
.....	41,686,500	500,208 60
.....	11,375,310	352,170 00
.....	351,484,000	3,516,015 00
.....	2,319,555	139,991 75
.....	2,037,500	29,306 50
Aggregate .....	1,740,571,038	40,978,058 42

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 7.—Table showing the number and value of official postage-stamps issued to the several Executive Departments during the fiscal year ended June 30, 1882.

Department.	NUMBER AND DENOMINATIONS OF STAMPS.											Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.		\$2.
War.....	109,500	113,980	680,425	518,440	2,950	30,445	133,375	53,500	33,200	58,240	6,800	.....	\$113,734 75
Navy.....	5,000	6,000	15,000	1,000	.....	.....	.....	.....	.....	.....	.....	.....	680 00
Interior.....	8,000	30,800	341,200	65,500	.....	35,500	5,800	3,500	3,660	2,000	1,000	.....	21,997 00
State.....	.....	.....	.....	.....	.....	.....	.....	1,000	1,000	1,400	700	300	2,040 00
Agriculture.....	200	.....	50,000	.....	.....	50	50	.....	50	50	.....	.....	1,540 00
Total.....	122,700	150,780	1,086,625	584,940	2,950	65,995	139,225	58,000	37,850	61,690	8,500	300	139,991 75

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 8.—Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1882.

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	286, 263, 050	72, 624, 000	351, 394, 500	.....	710, 281, 550
Two-cent .....	107, 305, 100	14, 468, 500	103, 500	491, 410	122, 368, 510
Three-cent .....	687, 265, 350	168, 696, 250	.....	.....	855, 961, 600
Four-cent .....	.....	.....	.....	313, 065	313, 065
Five-cent .....	19, 809, 840	193, 850	.....	.....	20, 003, 690
Six-cent .....	7, 968, 450	577, 650	.....	195, 240	8, 741, 340
Eight-cent .....	.....	.....	.....	147, 030	147, 030
Ten-cent .....	15, 281, 620	2, 100	.....	353, 795	15, 637, 515
Twelve-cent .....	.....	.....	.....	148, 640	148, 640
Fifteen-cent .....	1, 487, 340	3, 100	.....	.....	1, 490, 440
Twenty-four cent .....	.....	.....	.....	146, 510	146, 510
Thirty-cent .....	521, 450	.....	.....	.....	521, 450
Thirty-six cent .....	.....	.....	.....	75, 125	75, 125
Forty-eight cent .....	.....	.....	.....	52, 335	52, 335
Fifty-cent .....	3, 470	.....	.....	.....	3, 470
Sixty-cent .....	.....	.....	.....	65, 300	65, 300
Seventy-two cent .....	.....	.....	.....	26, 480	26, 480
Eighty-four cent .....	.....	.....	.....	24, 820	24, 820
Ninety-cent .....	29, 970	.....	.....	.....	29, 970
Ninety-six cent .....	.....	.....	.....	53, 390	53, 390
One dollar and ninety-two cent .....	.....	.....	.....	35, 815	35, 815
Three-dollar .....	.....	.....	.....	32, 299	32, 299
Six-dollar .....	.....	.....	.....	15, 930	15, 930
Nine-dollar .....	.....	.....	.....	8, 575	8, 575
Twelve-dollar .....	.....	.....	.....	11, 376	11, 376
Twenty-four dollar .....	.....	.....	.....	4, 645	4, 645
Thirty-six dollar .....	.....	.....	.....	2, 683	2, 683
Forty-eight dollar .....	.....	.....	.....	1, 954	1, 954
Sixty-dollar .....	.....	.....	.....	8, 476	8, 476
Aggregate .....	1, 125, 935, 640	256, 565, 450	351, 498, 000	2, 214, 893	1, 736, 213, 983
Value .....	\$29, 031, 698 00	\$6, 658, 972 47	\$3, 516, 015 00	\$1, 602, 069 70	\$40, 808, 755 17

Denominations.	Number of official stamps to Executive Departments.	Number of official stamped envelopes and newspaper wrappers.			Total.
One-cent .....	122, 700	1, 723, 500	.....	.....	1, 846, 200
Two-cent .....	150, 780	.....	.....	.....	150, 780
Three-cent .....	1, 086, 625	313, 500	.....	.....	1, 400, 125
Six-cent .....	584, 940	500	.....	.....	585, 440
Seven-cent .....	2, 950	.....	.....	.....	2, 950
Ten-cent .....	65, 995	.....	.....	.....	65, 995
Twelve-cent .....	139, 225	.....	.....	.....	139, 225
Fifteen-cent .....	58, 000	.....	.....	.....	58, 000
Twenty-four cent .....	37, 850	.....	.....	.....	37, 850
Thirty-cent .....	61, 690	.....	.....	.....	61, 690
Ninety-cent .....	8, 500	.....	.....	.....	8, 500
Two-dollar .....	300	.....	.....	.....	300
Aggregate .....	2, 319, 555	2, 037, 500	.....	.....	4, 357, 055
Value .....	\$139, 991 75	\$29, 306 50	.....	.....	\$169, 298 25
Total of all .....	1, 128, 255, 195	258, 602, 950	351, 498, 000	2, 214, 893	1, 740, 571, 038
Value .....	\$29, 171, 689 75	\$6, 688, 278 97	\$3, 516, 015 00	\$1, 602, 069 70	\$40, 978, 058 42

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 9.—Table showing the increase in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1882, over those of the preceding year.

Articles issued.	1881.		1882.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage stamps .....	954, 128, 450	\$24, 040, 627 00	1, 114, 560, 330	\$28, 679, 528 00	160, 431, 880	\$4, 638, 901 00	16. 8+	19. 2+
Newspaper and periodical stamps .....	1, 995, 788	1, 398, 674 00	2, 214, 893	1, 602, 069 70	219, 105	203, 395 70	10. 9+	14. 5+
Ordinary stamped envelopes, plain .....	106, 291, 300	2, 647, 567 74	114, 774, 700	2, 994, 868 82	8, 483, 400	347, 301 08	7. 9+	13. 1+
Ordinary stamped envelopes, request .....	85, 024, 000	2, 624, 481 75	100, 704, 250	3, 163, 894 85	15, 680, 250	539, 413 10	18. 4+	20. 5+
Newspaper wrappers .....	35, 751, 750	431, 154 60	41, 096, 500	500, 208 80	5, 334, 750	69, 054 20	14. 9+	16. 0+
Postage-due stamps .....	8, 045, 710	254, 393 00	11, 375, 310	352, 170 00	3, 329, 600	97, 777 00	41. 3+	38. 4+
Postal cards .....	308, 536, 500	3, 086, 605 00	351, 498, 000	3, 516, 015 00	42, 961, 500	429, 410 00	13. 9+	13. 9+
Total issues for sale to the public .....	1, 499, 773, 498	34, 483, 503 09	1, 736, 213, 983	40, 808, 755 17	236, 440, 485	6, 325, 252 08	15. 7+	18. 3+
Add official stamps .....	2, 012, 544	107, 777 32	2, 319, 555	139, 991 75	307, 011	32, 214 43	15. 2+	29. 8+
Add official stamped envelopes and wrappers .....	2, 525, 500	34, 155 50	2, 037, 500	29, 306 50	*488, 000	*4, 849 00	*19. 3+	*14. 1+
Total of all issues .....	1, 504, 311, 542	34, 625, 435 91	1, 740, 571, 038	40, 978, 053 42	236, 259, 496	6, 352, 617 51	15. 7+	18. 3+

\*Decrease.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 10.—Statement showing amount of dead mail matter treated in the division of dead letters during the year ending June 30, 1882.

CLASSIFICATION AND AMOUNT OF MAIL MATTER.		MODE OF TREATMENT.			
Class.	Number.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters:		Domestic mailed letters.....	240, 676	3, 196, 813	51, 190
Unopened from last fiscal year.....	119, 700				
Received during the year.....	3, 168, 689				
Domestic unmailable letters:		Domestic unmailable letters:			
Held for postage.....	2, 931	Held for postage.....	638, 173	233, 017	24, 050
Containing unmailable articles.....	274, 309	Containing unmailable articles.....		176, 448	
Misdirected.....		Misdirected.....	209, 267	11, 711	
Blank (without address).....	276, 240	Blank.....			
Domestic third and fourth class matter.....	954	Domestic third and fourth class matter.....		60, 476	
Misdirected.....	274, 715				
Blank (without address).....	11, 711				
Foreign matter:		Foreign matter:			
From last fiscal year (letters).....	2, 100	Letters.....	351, 837		4, 450
Received during the year (letters).....	354, 187	Printed matter, samples, &c.....	17, 313		
Printed matter, samples, &c., returnable to country of origin.....	354, 287				
of origin.....	17, 313				
Total.....	4, 285, 235	Total.....	547, 266	3, 878, 419	59, 600

\* I in hotels, 83,187; fictitious address, 14,407; returned from foreign countries (domestic origin), 136,919; and regis-  
 8,820. a Card and request letters. b Forwarded to address upon receipt of postage. c Awaiting return of  
 notice

A. D. HAZEN,  
 Third Assistant Postmaster-General.

No. 11.—Statement showing the disposition of mail matter opened in the division of dead letters during the year ended June 30, 1892.

LETTERS OPENED.		MANNER IN WHICH DISPOSED OF.												
Containing—		Number.	Value.	Containing—	On hand.		Delivered.		Filed.		De- stroyed.	Outstanding.		
					Num- ber.	Value.	Num- ber.	Value.	Num- ber.	Value.		Num- ber.	Value.	
Money:														
Outstanding from last fiscal year ...	1,287 = \$2,366 23													
On hand from last fiscal year.....	1,266 = 2,800 55													
Received during the year .....	19,939 = 44,926 65	22,542	\$49,493 43	Money.....		1,454	\$2,890 51	19,213	\$37,440 21	3,550	\$6,391 87		1,325	\$2,879 24
Drafts, checks, notes, &c.:														
Outstanding from last fiscal year ...	1,022 = 79,650 39													
Received during the year .....	24,575 = 1,962,413 73	25,597	2,042,064 12	Drafts, checks, &c.				22,626	1,835,460 53	900	45,705 78		969	160,897 81
Merchandise, books, &c., received during the year (parcels and letters) .....		30,842		Merchandise, books, &c.		15,633		41,041		19,624		114,537	7	
Receipts, paid notes, &c., received during the year .....		44,731		Receipts, paid notes, &c.				41,589		3,143				
Photographs received during the year .....		38,242		Photographs.....				33,796		5,446				
Postage-stamps received during the year .....		52,483		Postage-stamps.....				49,577		2,906				
Nothing of value.....		3,406,577		Nothing of value.....				336,179				12,880,398		
Total .....		3,681,994	2,091,557 55			17,067	2,890 51	782,223	1,872,900 74	35,449	52,007 65	2,894,935	2,801	163,706 65

\* This item includes 60,476 packages and 20,366 letters, which upon being opened were found to contain articles of value other than those enumerated above.

† Letters not being found, again sent to the dead-letter office.

A. D. HAZEN,  
Third Assistant Postmaster-General.



# REPORT OF THE POSTMASTER-GENERAL.

Received.	Disposition.
<b>LETTERS.</b>	
Held for postage:	
Foreign address .....	37, 705
Domestic address .....	5, 238
Misdirected .....	2, 388
Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
Hotel .....	272, 309
Fictitious .....	—
Total .....	327, 540
<b>PACKAGES.</b>	
Held for postage:	
Misdirected .....	41, 114
Blank .....	99, 267
Excess of weight and measure .....	175, 448
Containing unmailable matter .....	11, 711
Total .....	327, 540
<b>LETTERS.</b>	
Held for postage:	
Foreign address .....	37, 705
Domestic address .....	5, 238
Misdirected .....	2, 388
Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
Hotel .....	272, 309
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Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
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<b>PACKAGES.</b>	
Held for postage:	
Misdirected .....	41, 114
Blank .....	99, 267
Excess of weight and measure .....	175, 448
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Total .....	327, 540
<b>LETTERS.</b>	
Held for postage:	
Foreign address .....	37, 705
Domestic address .....	5, 238
Misdirected .....	2, 388
Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
Hotel .....	272, 309
Fictitious .....	—
Total .....	327, 540
<b>PACKAGES.</b>	
Held for postage:	
Misdirected .....	41, 114
Blank .....	99, 267
Excess of weight and measure .....	175, 448
Containing unmailable matter .....	11, 711
Total .....	327, 540
<b>LETTERS.</b>	
Held for postage:	
Foreign address .....	37, 705
Domestic address .....	5, 238
Misdirected .....	2, 388
Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
Hotel .....	272, 309
Fictitious .....	—
Total .....	327, 540
<b>PACKAGES.</b>	
Held for postage:	
Misdirected .....	41, 114
Blank .....	99, 267
Excess of weight and measure .....	175, 448
Containing unmailable matter .....	11, 711
Total .....	327, 540
<b>LETTERS.</b>	
Held for postage:	
Foreign address .....	37, 705
Domestic address .....	5, 238
Misdirected .....	2, 388
Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
Hotel .....	272, 309
Fictitious .....	—
Total .....	327, 540
<b>PACKAGES.</b>	
Held for postage:	
Misdirected .....	41, 114
Blank .....	99, 267
Excess of weight and measure .....	175, 448
Containing unmailable matter .....	11, 711
Total .....	327, 540
<b>LETTERS.</b>	
Held for postage:	
Foreign address .....	37, 705
Domestic address .....	5, 238
Misdirected .....	2, 388
Blank .....	228, 978
Unmailable, containing coin, lottery, &c. ....	—
Hotel .....	272, 309
Fictitious .....	—
Total .....	327, 540
<b>PACKAGES.</b>	
Held for postage:	

\*Opened for the purpose of returning to the writer.

† See Table No. 13 for final disposition of these letters.  
‡ Recorded, and either restored to owner or filed subject to identification.

**A. D. HAZEN,**  
*Third Assistant Postmaster-General.*

No. 12.—Statement showing amount, classification, and disposition of unmailable matter received at the dead-letter office, &c.—Continued.

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

Awaiting reply to circular July 1, 1881.....	2, 931
Treated by circular during the year:	
Domestic address, unopened.....	37, 705
Domestic address, resealed .....	43, 407
Foreign address.....	5, 238
	86, 350
	89, 281
Forwarded in reply to circular during the year:	
Domestic address, unopened.....	31, 898
Domestic address, resealed .....	31, 167
Foreign address.....	3, 887
	66, 952
Turned over to opening branch:	
Unopened.....	6, 039
Resealed.....	10, 416
	16, 455
	83, 407
Awaiting reply to circular July 1, 1882.....	5, 874

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money.....	7, 976
Drafts, notes, money-orders, &c .....	10, 050
Paid notes, canceled checks, &c .....	11, 913
Merchandise, books, chromos, &c.....	5, 885
Photographs.....	7, 274
Postage-stamps.....	11, 740
No value.....	462, 317
Total.....	517, 155
Containing valuables, turned over to the different branches for record .....	54, 838
Containing nothing of value, returned to writer.....	256, 459
Containing nothing of value, resealed and treated by circular.....	43, 407
Containing nothing of value, destroyed.....	162, 451
Total.....	517, 155

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 13.—Statement showing number of dead foreign letters received and disposed of during the fiscal year ended June 30, 1882.

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to coun-try of origin.	Delivered to ad-dressee.	Misdirected letters forwarded to cor-rected address.	On hand.
Registered letters—		Registered letters ..	8, 137	480	.....	203
On hand July 1, 1881.....	133					
Received during the year.....	8, 687					
	8, 820	Ordinary letters .....	336, 623	203	6, 394	4, 247
Ordinary letters—						
On hand July 1, 1881.....	1, 967					
Received during the year.....	345, 500	Printed matter, &c..	17, 197	.....	116	.....
	347, 467					
Printed matter, &c .....	17, 313	Total .....	361, 957	683	6, 510	4, 450
Total .....	873, 600					

No. 16.—*Number of registered letters and parcels transmitted through the mails from each*

States.	Quarter ended September 30, 1881.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	21, 223	636	117	14	3, 670
Arkansas.....	21, 323	556	89	23	3, 489
California.....	29, 292	7, 953	4, 545	291	3, 881
Colorado.....	34, 126	3, 707	1, 658	54	1, 694
Connecticut.....	19, 575	1, 795	1, 197	34	43, 599
Delaware.....	2, 816	43	57	1	187
Florida.....	13, 061	562	90	20	1, 622
Georgia.....	26, 762	716	147	6	3, 550
Illinois.....	81, 197	12, 029	7, 340	205	14, 477
Indiana.....	49, 845	983	599	9	8, 369
Iowa.....	55, 349	1, 324	1, 203	18	10, 464
Kansas.....	42, 383	1, 388	545	2	6, 153
Kentucky.....	27, 982	2, 877	261	6	3, 516
Louisiana.....	26, 558	2, 871	733	16	2, 550
Maine.....	26, 290	1, 050	1, 091	68	1, 970
Maryland.....	19, 005	1, 601	637	33	1, 574
Massachusetts.....	48, 834	8, 299	8, 516	88	7, 823
Michigan.....	53, 097	1, 797	5, 922	55	8, 831
Minnesota.....	34, 613	1, 245	2, 225	11	4, 259
Mississippi.....	20, 454	977	96	4	3, 374
Missouri.....	67, 385	9, 469	1, 277	74	7, 012
Nebraska.....	22, 323	631	654	9	3, 167
Nevada.....	6, 376	478	521	13	1, 289
New Hampshire.....	12, 999	467	912	5	1, 208
New Jersey.....	26, 707	1, 328	2, 165	27	1, 821
New York.....	152, 523	52, 334	25, 981	1, 593	62, 750
North Carolina.....	23, 847	567	77	11	4, 848
Ohio.....	89, 109	5, 096	3, 134	72	10, 366
Oregon.....	10, 039	880	305	12	1, 550
Pennsylvania.....	125, 725	11, 033	6, 474	184	9, 197
Rhode Island.....	6, 660	1, 290	793	9	363
South Carolina.....	15, 599	447	95	5	2, 304
Tennessee.....	30, 171	880	116	2	3, 728
Texas.....	43, 831	3, 728	1, 269	150	7, 828
Vermont.....	12, 136	452	730	2	1, 322
Virginia.....	35, 835	1, 515	181	14	3, 091
West Virginia.....	17, 096	292	83	10	1, 805
Wisconsin.....	48, 274	1, 621	1, 751	63	6, 473
Alaska Territory.....	58	22	3	.....	.....
Arizona Territory.....	6, 481	456	161	16	250
Dakota Territory.....	16, 460	557	1, 031	27	1, 475
District of Columbia.....	15, 976	852	176	38	13, 182
Idaho Territory.....	6, 465	291	76	.....	276
Indian Territory.....	3, 839	184	14	.....	181
Montana Territory.....	8, 692	787	342	10	311
New Mexico Territory.....	6, 921	654	106	26	184
Utah Territory.....	8, 458	861	258	49	585
Washington Territory.....	6, 099	367	149	6	584
Wyoming Territory.....	4, 469	615	86	12	368
Total.....	1, 489, 368	150, 513	85, 988	3, 397	282, 070

State and Territory in the United States during the fiscal year ended June 30, 1882.

Quarter ended December 31, 1881.					Quarter ended March 31, 1882.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
27,651	985	118	49	3,973	31,976	869	128	6	3,543
27,615	1,372	107	21	3,972	28,851	972	181	8	3,888
36,724	16,202	6,105	303	4,210	34,068	10,868	5,099	314	4,171
35,580	7,279	1,935	134	1,812	31,376	4,995	2,117	175	1,812
24,295	2,772	1,681	65	43,768	27,642	3,356	1,706	1,466	43,904
3,626	106	34	3	261	3,850	59	34	4	245
16,064	1,018	195	7	1,590	20,408	1,180	209	5	1,669
33,621	774	334	6	3,875	39,242	1,242	320	17	4,228
104,910	20,217	8,500	339	16,286	117,143	15,434	9,304	357	16,313
64,392	1,984	748	28	8,970	74,381	1,451	627	28	7,934
75,929	2,895	1,376	45	11,971	80,940	1,764	2,010	39	11,143
51,479	3,473	765	29	7,481	58,057	1,899	763	12	6,823
32,595	4,502	277	18	4,103	39,794	4,132	252	15	4,039
33,972	3,788	1,014	44	2,687	34,493	2,923	1,111	43	2,788
31,967	2,310	1,449	33	2,076	34,819	1,329	1,294	22	2,081
21,510	2,417	712	28	1,689	23,148	1,598	780	50	1,733
56,426	14,394	9,989	181	8,525	63,330	12,374	8,348	308	8,340
67,807	3,571	7,256	102	9,563	74,431	2,943	7,259	136	9,161
47,246	2,802	2,794	36	4,992	48,422	1,567	3,466	25	5,473
28,405	1,510	115	12	4,069	28,727	1,122	111	20	4,121
85,100	12,893	1,705	546	7,573	97,170	9,656	1,760	149	7,591
30,703	1,724	886	14	4,032	33,284	1,386	1,129	19	4,011
7,347	1,237	696	28	773	6,857	812	511	19	722
15,485	857	1,206	15	1,284	16,974	694	923	11	1,323
27,326	2,516	2,718	64	1,902	29,015	1,823	2,710	112	1,980
180,469	82,962	29,034	2,481	69,101	188,545	64,349	27,968	3,620	74,151
36,881	836	79	6	5,023	41,484	845	126	5	5,416
116,450	8,534	8,804	172	11,919	132,579	7,179	4,105	169	12,206
12,649	1,471	639	29	2,004	13,007	1,005	382	41	1,699
150,130	17,991	7,863	368	10,057	159,579	14,032	8,245	398	10,224
6,953	1,937	926	19	427	7,390	1,270	863	76	464
22,824	699	200	4	2,610	24,658	695	178	2	2,672
36,294	1,316	152	9	3,905	41,042	957	114	5	4,173
58,154	5,262	1,724	118	9,086	64,535	4,429	1,678	142	8,980
16,259	959	851	8	1,517	17,623	555	902	24	1,557
41,748	2,776	354	35	3,373	47,173	2,504	238	20	3,374
21,135	560	97	16	2,055	24,107	447	114	17	2,040
67,803	3,381	2,290	149	7,574	72,363	2,114	2,776	105	7,448
79	28	4	-----	2	79	15	6	-----	1
8,712	887	239	35	253	9,059	785	212	19	308
20,763	1,433	1,191	31	1,364	19,852	722	1,267	39	1,287
17,394	1,633	253	121	14,005	15,668	1,090	375	91	16,175
7,862	503	78	2	309	7,374	431	122	1	380
4,518	307	15	-----	241	5,189	226	17	-----	281
11,894	1,229	427	27	423	11,510	927	403	24	482
9,258	903	146	19	162	10,088	836	153	11	209
11,911	1,127	376	67	642	12,332	870	424	70	660
7,629	544	240	16	662	8,363	440	284	12	665
5,282	1,045	110	11	421	4,627	789	105	14	380
1,860,306	251,920	108,805	5,893	308,572	2,016,024	193,910	103,709	8,265	314,268

No. 16.—Number of registered letters and parcels transmitted through the

States.	Quarter ended June 30, 1882.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	28,924	959	133	12	3,634	109,774	3,449
Arkansas.....	24,959	924	131	22	3,668	102,748	3,824
California.....	32,916	9,283	4,922	260	4,294	133,000	44,306
Colorado.....	30,597	5,024	2,018	143	1,992	131,659	21,005
Connecticut.....	24,615	3,335	1,672	181	43,769	96,127	11,258
Delaware.....	3,527	54	39	16	250	13,819	261
Florida.....	20,049	985	148	9	1,844	69,582	3,695
Georgia.....	34,295	1,626	172	12	3,929	133,920	4,858
Illinois.....	100,806	15,762	8,308	232	16,377	404,056	63,442
Indiana.....	62,153	1,275	596	22	8,083	250,771	5,693
Iowa.....	71,505	1,743	1,346	4	11,598	283,723	7,726
Kansas.....	49,299	2,170	660	8	6,618	201,218	8,930
Kentucky.....	37,483	3,851	376	13	4,263	137,854	15,362
Louisiana.....	30,538	3,744	1,021	41	2,651	125,561	13,326
Maine.....	32,126	1,140	1,527	30	2,201	125,202	5,829
Maryland.....	21,496	2,029	698	33	1,606	85,159	7,645
Massachusetts.....	56,549	14,181	9,776	161	8,266	225,139	49,248
Michigan.....	67,917	2,593	6,866	55	9,415	263,252	10,904
Minnesota.....	45,397	1,545	3,032	14	4,588	175,678	7,159
Mississippi.....	27,672	1,330	94	7	3,992	105,258	4,939
Missouri.....	83,366	9,925	1,474	123	7,514	333,021	41,943
Nebraska.....	27,497	1,117	791	8	3,399	113,807	4,858
Nevada.....	6,594	574	546	7	788	27,174	3,101
New Hampshire.....	15,480	553	1,080	3	1,374	60,938	2,571
New Jersey.....	29,331	2,124	2,700	62	1,967	112,379	7,791
New York.....	178,459	72,550	27,859	2,225	68,936	699,996	272,195
North Carolina.....	88,736	962	79	3	5,245	145,448	3,210
Ohio.....	114,667	6,345	3,585	135	12,194	452,805	27,154
Oregon.....	12,412	1,145	375	12	1,634	48,107	4,451
Pennsylvania.....	147,122	15,317	8,031	221	10,506	582,556	58,373
Rhode Island.....	6,792	1,343	910	16	432	27,795	5,840
South Carolina.....	22,077	665	125	3	2,668	85,158	2,506
Tennessee.....	37,671	1,038	102	7	4,241	145,178	4,191
Texas.....	55,998	4,336	1,528	122	9,139	222,518	17,755
Vermont.....	16,524	525	789	16	1,248	61,942	2,491
Virginia.....	46,666	2,034	209	42	3,385	171,452	8,829
West Virginia.....	22,894	391	106	13	2,169	85,232	1,690
Wisconsin.....	62,857	1,937	2,432	79	6,926	251,297	9,053
Alaska Territory.....	49	5	3	.....	.....	265	70
Arizona Territory.....	9,125	730	245	134	334	33,377	2,858
Dakota Territory.....	24,003	698	1,255	60	1,350	81,078	3,410
District of Columbia.....	15,775	1,097	391	83	16,475	64,813	4,672
Idaho Territory.....	7,928	434	76	2	408	29,629	1,659
Indian Territory.....	4,913	235	52	.....	245	18,459	952
Montana Territory.....	12,019	837	504	20	442	44,115	3,780
New Mexico Territory.....	10,207	658	170	7	294	36,474	3,051
Utah Territory.....	10,623	815	316	22	629	43,324	3,673
Washington Territory.....	7,353	417	221	5	673	29,444	1,768
Wyoming Territory.....	4,459	776	116	15	380	18,837	3,225
Total.....	1,834,420	203,136	99,605	4,720	308,033	7,200,118	799,479

RECAPIT

Total domestic letters .....	
Total domestic parcels .....	
Total foreign letters .....	
Total foreign parcels .....	
Free .....	
Grand total .....	
Fees received .....	

mails from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of letters and parcels registered for year ended June 30, 1882.	Fees received.	Increase.					
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.			
Letters.	Parcels.						Letters and parcels.	Fees.		
496	81	14,820	128,620	\$11,380 00	11,192	\$837 60	9.9	8.0		
508	74	15,017	122,171	10,715 40	3,981	253 80	3.37	2.43		
20,671	1,168	16,556	215,701	19,914 50	23,770	1,958 50	12.4	10.9		
7,728	506	7,310	168,208	16,089 80	19,063	1,679 90	12.8	11.66		
6,256	1,746	175,040	290,427	11,538 70	40,154	2,452 70	16.0	27.0		
164	24	943	15,211	1,426 80	4,162	391 10	37.67	37.76		
642	41	6,725	80,685	7,396 00	21,477	1,979 00	36.3	36.5		
973	41	15,582	154,874	13,929 20	20,876	1,706 00	15.58	13.96		
33,452	1,133	63,453	565,536	50,208 30	73,334	6,710 60	14.9	15.43		
2,568	87	33,356	292,475	25,911 90	43,244	3,885 30	17.35	17.64		
5,935	106	45,176	342,666	29,749 00	62,668	5,461 70	22.4	22.5		
2,733	51	27,080	240,012	21,293 20	29,135	2,152 20	13.81	11.24		
1,166	52	15,921	170,355	15,443 40	14,797	1,318 50	9.51	9.33		
3,879	144	10,676	153,586	14,291 00	15,269	1,470 90	11.4	11.48		
5,361	153	8,328	144,873	13,654 50	17,509	1,641 60	13.75	13.67		
2,827	144	6,602	102,377	9,577 50	17,240	1,694 10	20.25	21.49		
87,129	738	32,954	345,208	31,225 40	*4,528	5,028 30	.....	19.2		
27,303	348	36,470	338,277	30,180 70	48,793	4,470 70	16.5	17.4		
11,517	86	19,312	213,752	19,444 00	34,719	3,129 70	19.4	19.18		
416	43	15,556	126,212	11,065 60	10,889	800 70	9.61	7.8		
6,216	892	29,690	411,762	38,207 20	47,216	4,203 10	12.95	12.36		
3,460	50	14,609	136,784	12,217 50	25,475	2,209 70	22.9	22.1		
2,274	67	3,572	36,188	3,261 60	1,828	119 50	5.32	3.8		
4,121	45	5,189	72,853	6,766 40	10,353	951 10	16.67	16.36		
10,293	265	7,670	138,398	13,072 80	26,614	2,496 90	23.8	23.62		
110,842	9,919	274,938	1,367,890	109,295 20	117,907	17,250 00	9.42	18.74		
361	25	20,532	169,576	14,904 40	25,515	2,240 50	17.7	17.7		
14,628	548	46,685	541,820	49,513 50	95,182	8,851 50	21.3	21.77		
1,701	94	6,887	61,240	5,435 30	9,794	875 40	19.04	19.2		
30,618	1,171	39,984	712,697	67,271 30	137,265	12,838 90	23.9	23.6		
3,492	120	1,686	38,933	3,724 70	6,236	622 00	19.07	20.0		
598	14	10,254	98,530	8,827 60	7,208	571 00	7.89	6.91		
484	23	16,047	165,923	14,987 60	23,359	2,050 90	16.39	15.9		
6,199	532	35,033	282,037	24,700 40	38,066	3,178 30	15.6	14.77		
3,272	50	5,644	73,399	6,775 50	8,654	735 20	13.87	12.15		
982	111	13,223	194,597	18,137 40	39,539	3,746 30	25.5	26.03		
400	56	8,069	95,447	8,737 80	18,972	1,693 30	24.81	24.05		
9,249	396	28,421	296,416	26,999 50	49,690	4,459 00	20.0	19.8		
16	.....	3	354	35 10	*123	*12 20	.....	.....		
857	204	1,140	38,436	3,729 60	6,107	571 50	18.89	18.7		
4,744	157	5,476	94,865	8,938 90	32,164	3,105 90	51.3	53.23		
1,195	333	59,837	130,850	7,101 30	*964	1,494 60	.....	26.66		
352	5	1,873	33,018	3,164 50	7,993	734 00	31.94	30.2		
98	.....	948	20,457	1,950 90	3,295	334 60	19.2	20.7		
1,676	81	1,658	51,310	4,965 20	12,633	1,210 40	32.66	32.24		
575	63	849	41,012	4,016 30	13,443	1,326 70	48.72	49.34		
1,374	208	2,516	51,095	4,857 90	8,174	807 80	19.04	19.92		
894	39	2,584	34,729	3,214 50	7,565	691 50	27.85	27.4		
417	52	1,549	24,080	2,253 10	2,200	235 40	10.51	11.67		
393,107	22,275	1,212,943	9,627,922	841,497 90	1,289,004	128,615 70	15.46	18.04		

\* Decrease.

ULATION.

.....	7,200,118 }	7,999,507
.....	799,479 }	
.....	393,107 }	415,382
.....	22,275 }	1,212,943
.....		
.....	9,627,922	
.....	\$841,497 90	

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 17.—Statement showing the number and value of registered letters and packages forwarded during the fiscal year ended June 30, 1882, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from New York agency .....	162, 949	\$30, 773, 759 45
Stamped envelopes and newspaper wrappers from Hartford agency .....	167, 310	5, 908, 781 27
Postal cards from Castleton agency.....	85, 063	3, 516, 015 00
Superintendent money-order system, drafts .....	3, 834	796, 729 00
Money-order branch Washington City post-office .....	3, 604	2, 244, 682 93
Total .....	422, 760	43, 239, 967 65
Increase over previous year .....	35, 579	5, 821, 340 92
Secretary of Treasury received and sent.....	10, 282	103, 336, 753 39
Register of Treasury received and sent.....	9, 831	192, 422, 346 00
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tenders, national bank-notes, fractional currency, and coins .....	17, 624	4, 173, 630 48
United States Treasurer sent .....	10, 243	292, 874 79
United States bonds, incomplete currency, and national-bank notes sent from Treasury Department (Comptroller of Currency) .....	1, 238	49, 690, 680 00
Internal-revenue stamps sent .....	25, 068	150, 039, 114 36
Internal-revenue stamps received .....	6, 275	14, 802, 780 37
Sixth Auditor received (currency) .....	1, 304	20, 058 18
Total for the Treasury Department.....	81, 365	514, 778, 237 57
Aggregate .....	504, 125	558, 018, 205 23

A. D. HAZEN,  
Third Assistant Postmaster-General.

# REGISTERED LETTERS.

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No. 18.—Table showing increase of letters and parcels registered, and upon which fees were collected, at the twenty-five leading cities in the country, during the fiscal year ended June 30, 1882, over the amount for preceding year.

Cities and States.	Year ended June 30, 1881.				Year ended June 30, 1882.				Increase.			
	Letters.		Parcels.		Letters.		Parcels.		Letters.		Parcels.	
	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.
New York N Y	284,907	49,472 00	207,813	49,720 00	333,245	59,209 00	248,851	59,209 00	44,338	19 75	87,376	17 08
	79,574	11,351 30	80,539	11,518 00	105,051	14,439 80	29,347	14,439 80	25,477	18 0	30,835	27 11
	29,637	3,472 90	34,729	3,472 90	36,128	4,140 10	5,278	4,140 10	6,486	8 05	6,872	16 3
	73,041	11,579 00	42,755	11,579 00	91,247	14,379 40	52,547	14,379 40	18,206	24 9	27,086	24 18
	35,843	6,648 70	66,487	6,648 70	41,658	7,300 90	31,351	7,300 90	9,792	22 9	9,792	24 18
	76,781	10,228 30	102,233	10,228 30	90,165	12,820 10	38,086	12,820 10	12,584	49 5	25,988	25 4
	22,716	2,785 60	27,356	2,785 60	29,014	3,548 40	6,470	3,548 40	1,830	39 42	8,128	29 8
	27,325	3,407 90	34,079	3,407 90	28,626	3,641 10	7,785	3,641 10	1,301	4 76	2,382	6 3
	42,574	7,131 60	71,316	7,131 60	47,140	7,512 70	27,967	7,512 70	4,566	10 72	3,811	5 34
	33,922	4,198 60	41,908	4,198 60	40,090	5,072 70	10,637	5,072 70	6,158	18 15	8,781	28 76
	51,123	5,374 80	55,748	5,374 80	65,005	7,070 00	5,005	7,070 00	14,572	28 5	14,552	26 8
	20,699	2,241 50	22,415	2,241 50	24,938	2,749 50	2,457	2,749 50	4,239	20 41	5,080	22 0
	19,610	1,357 70	12,577	1,357 70	15,316	1,619 50	2,879	1,619 50	2,705	21 45	2,618	19 28
	12,242	1,466 90	14,669	1,466 90	14,409	1,741 50	2,946	1,741 50	2,227	18 19	2,746	18 7
	23,561	3,209 90	32,099	3,209 90	11,118	2,424 70	13,129	2,424 70	12,443	54 28	7,952	13 41
	16,813	2,589 20	25,892	2,589 20	23,145	2,937 40	8,139	2,937 40	6,872	43 14	8,482	13 41
	5,573	583 30	5,933	583 30	7,309	804 20	734	804 20	1,785	30 97	2,110	25 51
	11,999	1,470 20	14,702	1,470 20	14,287	1,878 30	4,496	1,878 30	2,416	20 3	4,081	27 76
	10,998	1,222 00	12,220	1,222 00	14,534	1,747 20	2,948	1,747 20	3,636	23 27	5,252	43 34
	8,272	996 10	8,861	996 10	8,396	1,011 00	1,714	1,011 00	1,234	1 5	1,449	4 05
	8,904	1,280 50	12,805	1,280 50	10,759	1,577 70	5,027	1,577 70	1,946	22 1	2,972	23 21
	8,273	1,080 60	10,806	1,080 60	10,094	1,354 00	3,446	1,354 00	1,821	22 01	2,734	25 3
	5,975	647 80	6,478	647 80	7,974	890 30	928	890 30	1,909	33 44	2,434	27 42
	7,919	921 00	9,210	921 00	10,411	1,187 90	1,468	1,187 90	2,492	31 47	2,660	28 87
	8,864	1,007 00	10,070	1,007 00	11,187	1,518 10	3,944	1,518 10	2,338	26 35	5,061	50 26
Total.....	921,315	135,848 90	1,558,489	135,848 90	1,062,012	161,871 10	628,699	161,871 10	170,697	19 8	257,322	18 92
												25,723 20
												18 92

\* Decrease.

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 19.—*Statement showing the operations of the registry system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., Saint Louis, Mo., and Washington, D. C., during the fiscal year ended June 30, 1882.*

Description.	Total.				
	New York.	Philadelphia.	Chicago.	Saint Louis.	Washington.
Number of letters registered	343,480	109,231	97,425	44,268	125,533
Number of registered	979,452	237,648	456,748	218,949	159,328
Number of registered	605,518	1,262	7,376	1,527	5,597
Number of parcels registered	248,851	99,347	52,547	31,351	5,005
Number of registered	(*)	11,780	12,722	7,251	21,640
Number of registered	943,262	189,916	400,794	189,254	141,063
Number of registered	556,175	132,434	847,049	561,909	166,183
Number of registered	670,203	96,524	111,374	69,849	86,733
Number of through	21,809	9,910	23,866	20,355	8,040
Number of through	9,747	5	1,931	168	105
Postage stamp pack	28,525	9,956	23,050	20,694	7,892
	162,458	9,275		51,727	
Total number of registered letters, parcels, packages, and pouches handled	4,654,435	837,376	2,086,982	1,286,857	727,123
Value of gold coin received in registered mail	\$7,295,000				

\* Not ascertained.

A. D. HAZEN,  
Third Assistant Postmaster-General.

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**REPORT**  
**OF THE**  
**SUPERINTENDENT**  
**OF THE**  
**POSTAL MONEY-ORDER SYSTEM**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1882.**

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# REPORT

## OF THE

# SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
*Washington, D. C., October 25, 1882.*

SIR: I have the honor to submit herewith a report of the operations of the postal money-order system of the United States for the fiscal year ended June 30, 1882. During that year the public employed the money-order system, which affords absolute security for remittances by mail, to a greater extent than in any like period since its inception. This increase, which is more than half again as large as the increase shown by the operations of the year 1880-1881, appears the more worthy of comment in view of the fact that for some months one of the express companies has maintained a money-order system of its own, which is made available to the public, by arrangement, through the offices and agencies of several other companies.

### NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

There were established during the fiscal year 340 domestic money-order offices, and 12 offices were discontinued. Since June 30, 1882, 449 additional post-offices have been authorized to commence money-order business, and one office has been discontinued; so that there are in operation at the date of this report 5,939 domestic money-order offices.

### ISSUES AND PAYMENTS OF DOMESTIC MONEY ORDERS.

The number of domestic money orders issued during the year was	
8,419,869, of the aggregate value of .....	\$113,400,118 21
And the number of such orders paid during same	
period was 8,401,668, amounting to .....	\$112,605,295 84
In addition to which, orders of the value of.....	783,006 06
Were repaid to the remitters thereof, making the total amount of pay-	
ments and repayments.....	113,388,301 90
And the excess of issues over payments only .....	\$11,816 31
The gross amount of the fees received by postmasters from the public	
for the issue of domestic money orders was.....	\$1,053,710 55

This statement exhibits an increase over the transactions of the previous year of \$8,324,348.86, or 7.92 per cent., in the amount of orders issued; an increase of \$8,463,448.29, or 8.07 per cent. in the amount of

orders paid and repaid; and a gain of \$86,977.80, or nearly 9 per cent., in the amount of fees received from the public.

The average amount of the orders issued was \$13.47, or 24 cents smaller than during the fiscal year 1880-1881, and the average fee was 12.51 cents, being  $\frac{11}{100}$  of a cent less than the average fee of the preceding year.

It is proper to remark upon the very small excess of the orders issued over the orders paid during the year, and to state, in that connection, that the department has recently issued instructions to postmasters concerning a system which it has devised for effecting payment of the amounts of unclaimed money orders. At the close of every month postmasters are now required to notify the payee of every money order, which, as shown by the corresponding advice on file, was unpaid at the end of the previous month, to present his order for payment, or, if it has been lost, to cause his correspondent, the remitter, to apply for a duplicate.

In order to assure proper payment the office of the Paymaster-General of the Army has for a number of years availed itself of the money-order system in paying claims against the United States for the services of colored soldiers of the late war. The amount of orders issued for this purpose during the last year, and transmitted, as a precautionary measure, through the office of the superintendent of the money-order system to the paying postmasters, was \$46,496.72, as against \$14,512.45 for the previous fiscal year.

#### DUPLICATE MONEY ORDERS.

Annexed to this report will be found a classified statement, Table B, of the duplicate orders issued during the year by the office of the superintendent of the money-order system, the number of such duplicates being 21,934, or 3,543 more than during the preceding year. Duplicate orders are issued without charge to the public, under authority of law, whenever the original order has from any cause been lost or destroyed, or has been invalidated by the operation of law, either by not being presented for payment within one year from the date of issue or by receiving more than one indorsement. They are also granted to remitters when, in pursuance of section 4041, Revised Statutes of the United States, the Postmaster-General has prohibited payment of the original orders drawn in favor of fraudulent lottery companies, or of persons engaged in conducting schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises.

#### DRAFTS AND TRANSFERS.

By regulation it is made the special duty of a postmaster to provide as far as possible against delay in the payment of money orders. But the current of business at many offices is such that the amount of money-orders presented for payment is continuously or occasionally in excess of the gross amount of funds received from the issued orders; so that postmasters at such offices are authorized and instructed to transfer, when occasion requires, a sufficient amount to pay orders from the postage to the money-order fund. The total amount of such transfers during the last fiscal year was \$905,707.81, while for the same period the sum of \$287,699.81 was retransferred to the postage from the money order account. The balance in favor of the postage account, \$618,007.80, has been refunded by a deposit in the Treasury for the postal service, made September 26, 1882.

When the postage funds are not available or are insufficient for money-order purposes, if east of the Rocky Mountains, postmasters are given a credit with the postmaster at New York, upon which they may draw; if upon the Pacific slope, funds are supplied by the postmaster at San Francisco, Cal., or by the postmaster at Portland, Oreg. In the last fiscal year the total amount of drafts drawn against credits at New York was \$10,823,200.96, while the San Francisco office furnished the sum of \$241,956 to neighboring post-offices, and the Portland office the sum of \$14,129.

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The total amount of the remittances of surplus funds—that is, funds which were not at once needed at the remitting offices for the payment of orders—was, for the fiscal year, \$105,684,110.64.

LOST REMITTANCES.

From Table C, annexed to this report, it appears that 119 cases of alleged loss of remittances of surplus money-order funds were the subject of investigation during the year. Fifty-two of these cases, aggregating \$6,649, occurred in the previous year, in which number are included the 43 cases, amounting to \$5,949, which remained unsettled at the end of that year, and the remaining 9 cases, involving \$701, were not brought to the notice of the department until after June 30, 1881. Nine cases, in value \$1,105, allowed during the year to the credit of the postmasters by whom the remittances were made, form the item of expense, "lost remittances," in the table hereinafter given showing the revenues and expenses of the domestic money-order system. The sum of \$2,829, the gross amount involved in 19.65 cases, was recovered by post-office inspectors during the year; the department declined to allow credit in 5 cases, aggregating \$134; and in 6 cases it was subsequently ascertained that no loss had been incurred. There remained 79.35 cases, amounting to \$9,646.45, unsettled at the close of the year.

ERRONEOUS PAYMENTS OF MONEY ORDERS.

The claims presented during the year for reimbursement because of the alleged erroneous payment of money orders numbered 48, their ratio to the total number of orders paid being as 1 to 175034.

The whole number of cases under investigation during the year was 95, aggregating \$2,579.27, in which are included 35 cases, amounting to \$962.19, which were unsettled at the close of the last year, while 12 other payments occurred during that year; but were not brought to the attention of the Post-Office Department until after June 30, 1881; \$573.74, the total amount of 27 cases, were recovered by inspectors of the department and paid over to the true payees of the respective orders. In 12 cases, the orders amounting together to \$316.70, the postmasters who made payment were adjudged at fault and held responsible for their lack of precaution; the owners of the orders, who were alone to blame in 2 cases, of the value of \$35, were required to stand the loss; in 2 cases the loss of \$60 was assumed by the Post-Office Department, the postmaster at the office of payment having been found blameless; and in 8 cases the sums involved were found to have been correctly paid in the first instance; 44 claims, of the total amount of \$1,315.48, were unsettled on June 30, 1882.

## REVENUES AND EXPENSES.

The following is the Auditor's report of the receipts and expenses of the domestic money-order system for the last fiscal year:

## Receipts:

Fees on orders issued .....	\$1,053,710 55
Premiums, &c.....	828 07
	<hr/>
	\$1,054,538 62

## Expenditures:

Commissions and clerk hire.....	\$652,399 06
Lost remittances .....	1,105 00
Bad debts .....	33,083 52
Incidental expenses.....	87,609 87
	<hr/>
	774,197 45

Excess of receipts over expenditures, being gross revenue .....	\$280,341 17
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In the item "commissions and clerk hire" is included the sum of \$175,548.84, being the amount allowed for clerical labor in the money-order service at certain of the larger post-offices out of the excess of commissions accruing from the issue and payment of money orders, which the postmasters are debarred by law from receiving. The limit fixed by law for the total compensation of a postmaster from all sources being \$4,000 (except in the case of the postmaster at New York), the commissions over \$4,000 are, by authority of the Postmaster-General, given to such offices as earn an excess, in the form of an allowance for clerk hire on money-order account.

Among the "incidental expenses" may be mentioned the sum of \$53,344.49 paid directly from money-order funds to the Public Printer for books, blanks, printing, and stationery furnished by him to the money-order office for use by postmasters and the department in the transaction of money-order business, of which amount \$7,298.12 was paid for work and material ordered during the fiscal year 1880-'81.

## "BAD DEBTS."

Only a very small portion of the amount embraced under the head of "bad debts" in the foregoing statement represents losses occasioned by the failure of late postmasters to pay balances due by them to the United States. The larger part, \$33,060.10, was the loss incurred by reason of the failure of the banking house of Henry Clews & Co., of New York, and the consequent non-payment and protest of certain bills of exchange purchased by the department from that firm in August and September, 1873, for the purpose of paying balances due by the United States to foreign countries on money-order account. The total amount of the claim of the department against this firm was \$48,680.80, on account of which \$3,620.70 was collected in 1878 and 1879, after strenuous efforts of counsel, from the assets of the bankrupt firm in England; and after protracted efforts to secure, by suit at law, the remainder of the sum due, the department having become satisfied that little could be accomplished in that way because of the inadequacy of the assets, the claim was finally compromised by authority of the Postmaster-General and the Auditor, under section 409 of the Revised Statutes of the United States, by the payment, July 7, 1881, to the Post-Office Department, on the part of Henry Clews & Co., of the sum of \$12,000 cash, in full settlement thereof. The gross loss on account of

the insolvency of this banking house was therefore, as above stated, \$33,060.10.

Notwithstanding the above-mentioned loss, which is properly chargeable to the year in which the transactions occurred, the gross revenue from the domestic money-order business exceeded the revenue from the business of the previous year by \$28,026.53, or over 11 per cent.

Attached to this report is a tabular statement, A, of the operations of the domestic money-order system for each year since its establishment.

#### INTERNATIONAL MONEY-ORDER BUSINESS—ADDITIONAL CONVENTIONS.

Since the close of the fiscal year ended June 30, 1881, conventions for the exchange of money-orders have been concluded between the United States, on the one hand, and Jamaica, New South Wales, Victoria, and New Zealand, respectively, on the other, so that money-order business is now transacted with ten different foreign countries, to wit, the four just mentioned and Canada, Great Britain and Ireland, Germany, Switzerland, Italy, and France. On January 1, 1882, a new convention with Switzerland went into effect which simplified the exchange with that country and admitted of a reduction of the fees charged for the issue of Swiss orders in the United States.

There were in operation on June 30, 1882, 1,425 international money-order offices authorized to transact money-order business with each of the foreign countries with which the United States maintains an exchange of money-orders. Uniformity of system having, in great measure, been secured, the same set of forms is employed by postmasters for orders of all these nationalities.

Negotiations are now being conducted looking to an interchange of money-orders between the United States and Tasmania, Japan, Sweden, Norway, and Belgium, while money-order business with Portugal, under a convention duly signed and approved July 15, 1882, will be commenced on January 1, 1883. Annexed to this report will be found a copy of the new money-order convention with Switzerland and copies of the conventions with Jamaica, New South Wales, Victoria, New Zealand, and Portugal, respectively.

#### STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The subjoined statement exhibits in tabulated form the number and amount of orders of each of the several international varieties issued, the number and amount of orders paid, the amount of fees received, and the gain in amount, with the percentage of gain, in issues, payments, and fees. The enormous increase therein shown in the volume of the international money-order business is the best evidence of the public's appreciation of the facilities which the several international systems afford.



	Number of orders issued.	Amount of orders issued.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.
Swiss .....	10,080	\$205,820 06	\$859 25	4,020	\$113,292 05
British .....	182,293	2,740,362 09	5,479 96	24,940	407,766 93
German .....	116,370	2,057,705 42	10,421 15	34,974	1,047,940 77
Canadian .....	48,229	1,018,641 62	4,296 73	40,537	785,326 01
Italian .....	14,233	408,221 60	715 98	738	19,816 87
French .....	6,015	99,738 10	745 10	2,728	57,352 79
Jamaica .....	45	917 23		297	8,284 13
New South Wales .....	69	2,345 75		93	2,077 65
Victoria .....	47	1,200 83		129	2,603 72
New Zealand .....	62	1,561 78		427	9,202 47
Totals .....	377,443	6,536,514 48	22,518 17	117,883	2,453,462 79

	Amount of fees received.	Amount of gain in orders issued over 1880-'81.	Percentage of gain in issues over 1880-'81.	Amount of gain in orders paid over 1880-'81.	Percentage of gain in payments over 1880-'81.	Amount of gain in fees received over 1880-'81.	Percentage of gain in fees over 1880-'81.
Swiss .....	\$4,591 50	\$60,070 12	41.21	\$3,920 74	3.58	\$484 60	11.79
British .....	78,526 30	738,372 44	36.88	47,030 22	13.04	20,301 20	34.86
German .....	36,785 70	661,979 59	47.43	222,919 70	27.02	11,881 10	47.70
Canadian .....	17,244 55	190,884 70	23.06	174,162 32	28.50	3,185 90	22.66
Italian .....	6,579 60	168,547 65	70.32	6,068 72	44.79	1,081 70	24.05
French .....	1,815 45	26,708 01	36.57	18,972 57	49.43	482 15	36.16
Jamaica .....	16 65						
New South Wales .....	86 75						
Victoria .....	19 95						
New Zealand .....	27 80						
Totals .....	145,644 25						

Exchange did not go into operation until January 1, 1882.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The Auditor is not able to furnish at this date a statement of the revenues which accrued from international money-order business during the last fiscal year, because much time must yet be occupied in adjusting the accounts for the last quarter of that year. In his report will be found, however, detailed statements of the revenues from international money-order exchanges for the fiscal year 1880-'81, being from the Swiss business, \$2,442.33; from the British, \$41,666.79; from the German, \$18,908.10; from the Canadian, \$7,776.31; from the Italian, \$8,469.25; and from the French, \$1,163.40; a total of \$80,426.18.

GENERAL FINANCIAL RESULTS.

The total issues of domestic and international money-orders were, in number, 8,797,312, of the value of \$119,936,632.69, and the payments were, in number, 8,519,551, amounting, with the repayments, to

\$115,864,282.86. The fees received from the public aggregated \$1,199,354.80.

In compliance with the terms of section 4050 Revised Statutes, the sum of \$360,767.35, the gross revenue, as reported by the Auditor, from both domestic and international money-order business, was deposited in the Treasury for the service of the Post-Office Department on October 16, 1882. But to arrive at the net profit of the money-order business (the domestic for 1881-'82 and the international for 1880-'81) there should be deducted from this sum the amount of such expenses for the money-order service as were paid out of appropriations made by Congress, to wit:

Salaries to 38 employes in the superintendent's office .....	\$51,200 00
Salaries to 115 employes in the money-order division of the Auditor's office.....	138,867 86
Stationery furnished for use in the superintendent's office.....	453 57
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office.....	5,215 67
Total.....	195,737 10

leaving the sum of \$165,030.25 in excess of all ascertainable expenditures for that service from any fund.

I have the honor, in conclusion, to renew the recommendations made in my letter of November 7, 1881, to the Postmaster-General with reference to certain

#### MODIFICATIONS OF THE POSTAL MONEY-ORDER SYSTEM,

to wit, a change in the scale of fees charged for the issue of domestic money-orders, including a reduction of the fee for orders under \$10 from 10 cents to 8 cents, and the increase of the maximum limit of a single order from \$50 to \$100, with an increase of 5 cents in the fee for each \$10 over \$50 up to \$80, from which amount to \$100 a fee of 45 cents is proposed, and to the issue concurrently with money-orders, under authority of law to be enacted by Congress, of money-orders of a new form, to be called postal notes, for a fee of 3 cents; to be payable at a designated money-order office to the bearer, and to be drawn only for sums less than \$5.

The increase, with correspondingly augmented fees, of the limit of an order from \$50 to \$100, by which a single order will be made to take the place now occupied by two, with a reduction by that means of one-half the labor of issue for all sums from \$50 to \$100, is designed to offset any loss which would result to the system from the reduction of the fees for orders of small amounts. As stated in the letter of November 7, above referred to, which is published upon pages 403-410 of the last Annual Report, the average cost of each money-order issued during the five years ended June 30, 1880, was 12.6 cents, and the average revenue from each order 12.7 cents, leaving a margin of one mill as a profit upon each order. But inasmuch as nearly one-half of all the orders issued are for sums under \$5, any reduction of the fee on such orders without a corresponding reduction of labor and increase of fees for the large amounts would necessarily result in a loss.

#### THE "POSTAL NOTE,"

a model of which was printed upon page 405 of the Annual Report of last year, is intended to take the place of fractional currency in so

far as that currency was used by the public for remittances of small sums by mail. The process of issue would be such that the amount, the figures representing which are to be punched from three rows of figures for dollars, dimes, and cents, respectively, cannot be altered, and it is proposed to have the notes, which are to be of a convenient size for inclosure in the ordinary letter-size envelopes, engraved upon thin bank-note paper, and provided with effective checks against counterfeiting.

This scheme, I may add, met with the full approbation of the Committee on the Post-Office and Post-Roads, and was unanimously recommended by them at the last session of Congress. A bill (H. R. 5661) embodying its several provisions passed the House of Representatives at that session, but failed to pass the Senate, which it reached near the time for adjournment, the attention of that body having been occupied with other pressing business in the last days of the session. I deem it of great importance that legislation authorizing the issue of the postal note to supply an urgent public want and the suggested changes in the scale of fees for domestic money orders be again requested at an early day.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,

*Superintendent of Money-Order System.*

Hon. T. O. HOWE,  
*Postmaster-General.*

TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

A.—Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1882.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	28,664 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,889 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 03	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 00	.....	101,181 78
June 30, 1872	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 69	57,205,012 27	354,816 66	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,686	72,820,509 70	72,908,475 25	624,409 66	524,478 47	.....	99,931 19
June 30, 1878	4,143	81,442,364 87	81,279,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	575,386 32	.....	223,960 77
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881	5,163	105,075,769 35	104,924,853 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882	5,491	113,400,118 21	113,388,301 90	1,054,538 62	774,197 45	.....	280,341 17
Total.....		1,028,100,980 12	1,026,083,197 25	.....	.....	.....	.....

B.—Statement of duplicate money orders issued by the department during the fiscal year ended June 30, 1882.

		Remarks.
I. In lieu of money orders lost in transit.....	19,694	Being 4,876 more than during the preceding year.
II. In lieu of money orders payment of which had been prohibited in pursuance of section 3929 of the Revised Statutes of the United States.	125	Being 1,516 less than during the preceding year.
III. In lieu of money orders lost by the payees, remitters, or indorsees.	1,123	Being 34 more than during the preceding year.
IV. In lieu of money orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	327	Being 130 less than during the preceding year.
V. In lieu of money orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	146	Being 89 more than during the preceding year.
VI. In lieu of money orders invalidated by reason of not being presented for payment within one year after the date of their issue.	519	Being 190 more than during the preceding year.
Total .....	21,934	



## II.—RECOVERED DURING THE YEAR—Continued.

b) Cases which occurred subsequent to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Mendocino .....	Cal ...	July 8, 1881	Postmaster at Cuf- fey's Cove, Cal.	\$220 00	.....	
Mason .....	Tex...	Aug. 6, 1881	Robbers .....	100 00	.....	Part of remittance of \$154. (See V b.)
Milton.....	N. C ..	Dec. 21, 1881	Route agent .....	54 00	.....	
Murray.....	Ky ...	Dec. 27, 1881	Remitting post- master.	60 00	.....	
				163 00	.....	
Melbourne .....	Ark ..	Feb. 4, 1882	Thief .....			
Miles City .....	Mont.	Jan. 3, 1882	Sub-contractor ...	100 00	.....	
Charleston.....	Miss..	Mar. 11, 1882	Route agent .....	25 00	.....	
6.65 cases .....					\$722 00	
Total recovered, 19.65 cases.....					2,829 00	

## III.—CHARGED TO REMITTING POSTMASTER.

a) Cases which occurred prior to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total Amount.	Remarks.
McComb .....	Miss..	Oct. 25, 1880	Sept. 29, 1881	\$50 00	.....	
Carbondale .....	Kans.	Dec. 24, 1880	Sept. 29, 1881	10 00	.....	
Carbondale .....	Kans.	Jan. 6, 1881	Sept. 29, 1881	10 00	.....	
Springwater .....	N. Y..	Jan. 22, 1881	Sept. 21, 1881	17 00	.....	
Mill Port .....	N. Y..	Jan. 22, 1881	Sept. 21, 1881	47 00	.....	
5 cases .....					\$134 00	

## IV.—NO LOSS INCURRED.

a) Cases which occurred prior to June 30, 1881.

Weaverville .....	Cal ...	Sept. 1, 1880	Mar. 24, 1882	\$452 00	.....	Paid by duplicate draft.
Waterville.....	Miss..	Nov. 12, 1880	Mar. 20, 1882	126 00	.....	No such remittance made.
Clear Water .....	Minn.	Mar. 5, 1881	May 13, 1882	125 00	.....	Duly received.
Manatee .....	Fla ...	Apr. 30, 1881	Mar. 24, 1882	116 00	.....	Duly received.
Rico .....	Colo ..	Apr. 28, 1881	Mar. 20, 1882	121 00	.....	Paid by duplicate check.
Humboldt .....	Tenn.	June 16, 1881	Sept. 5, 1881	100 00	.....	Duly received.
6 cases .....					\$1,034 00	

## V.—UNSETTLED.

a) Cases which occurred prior to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Milton .....	N. C ..	May 29, 1877	\$302 00	.....	
Florence .....	S. C ..	Mar. 26, 1880	91 00	.....	
Brownsdale .....	Minn.	Jan. 31, 1880	206 00	.....	
Sangerties .....	N. Y..	Nov. 10, 1880	5 00	.....	
Callicoon Depot .....	N. Y..	Jan. 11, 1881	75 00	.....	
Troup .....	Tex.	Jan. 11, 1881	540 00	.....	
Summit .....	Miss.	Jan. 4, 1881	20 00	.....	(*)
Coudersport .....	Pa .....	Jan. 22, 1881	35 00	.....	
Cross Plains .....	Ala .....	Dec. 29, 1880	79 00	.....	
Rutherfordton .....	N. C ..	Dec. 22, 1880	15 00	.....	
Forest .....	Ohio ..	Dec. 28, 1880	100 00	.....	
Laredo .....	Tex.....	Dec. 31, 1880	9 00	.....	
Delphi .....	Ind .....	Mar. 15, 1881	100 00	.....	
Trempealeau .....	Wis .....	Mar. 12, 1881	60 00	.....	
Athens .....	Ga .....	Apr. 30, 1881	30 00	.....	
Uvalde .....	Tex.....	Apr. 23, 1881	315 00	.....	
Cross Plains .....	Ala .....	May 10, 1881	87 00	.....	
Montague .....	Tex.....	June 3, 1881	373 00	.....	
Jefferson .....	Ga .....	Apr. 29, 1881	20 00	.....	
Jefferson .....	Ga .....	Apr. 30, 1881	20 00	.....	
Rohnerville .....	Cal .....	May 30, 1881	12 00	.....	(*)
21 cases .....				\$2,494 00	

## V.—UNSETTLED—Continued.

b) Cases which occurred subsequent to June 30, 1881.

Office of mailing.	State.	Date of mailing.	Amount.	Total Amount.	Remarks.
Boonton .....	N. J. ....	Aug. 18, 1881	\$35 00	.....	Part of a remittance of \$154. (See II b.)
Milledgeville .....	Ga. ....	Aug. 5, 1881	10 50	.....	
Mason .....	Tex. ....	Aug. 6, 1881	54 00	.....	
Rolling Prairie .....	Ind. ....	Aug. 20, 1881	20 00	.....	
Buchanan .....	Va. ....	Sept. 17, 1881	25 00	.....	
Alderson .....	W. Va. ....	Sept. 17, 1881	92 00	.....	
Union .....	W. Va. ....	Sept. 17, 1881	35 00	.....	
Parish .....	N. Y. ....	Sept. 20, 1881	35 00	.....	
Sparta .....	Tenn. ....	Oct. 3, 1881	250 00	.....	
Center .....	Tex. ....	Oct. 4, 1881	390 00	.....	
Tampa .....	Fla. ....	Oct. 8, 1881	284 00	.....	
Tampa .....	Fla. ....	Oct. 15, 1881	50 00	.....	
Wesson .....	Miss. ....	Sept. 30, 1881	19 00	.....	
Brandon .....	Miss. ....	Oct. 19, 1881	60 00	.....	
Raymond .....	Miss. ....	Oct. 19, 1881	290 00	.....	
Victoria .....	Ill. ....	Nov. 1, 1881	21 00	.....	
Guthrie Centre .....	Iowa. ....	Sept. 29, 1881	25 00	.....	
Cartersville .....	Ga. ....	Nov. 1, 1881	280 00	.....	
Pleasantville .....	Pa. ....	Nov. 16, 1881	100 00	.....	
Cleburne .....	Tex. ....	Oct. 25, 1881	110 00	.....	
Perry .....	N. Y. ....	Nov. 12, 1881	32 00	.....	
Quinnimont .....	W. Va. ....	Sept. 17, 1881	160 00	.....	
White Sulphur Springs ..	W. Va. ....	Sept. 17, 1881	10 00	.....	
La Crosse .....	Ark. ....	Nov. 10, 1881	15 00	.....	
Granbury .....	Tex. ....	Oct. 24, 1881	440 00	.....	
Clymer .....	N. Y. ....	Nov. 16, 1881	61 00	.....	
Saint Jo .....	Tex. ....	Sept. 24, 1881	47 00	.....	
Murphy .....	N. C. ....	Oct. 31, 1881	447 00	.....	
Morton .....	Miss. ....	Oct. 19, 1881	14 00	.....	
Granbury .....	Tex. ....	Dec. 20, 1881	181 00	.....	
Henrietta .....	Tex. ....	Dec. 2, 1881	135 45	.....	
Christiansburgh .....	Va. ....	Jan. 19, 1882	5 00	.....	
South Orange .....	N. J. ....	Sept. 17, 1881	20 00	.....	
Clinton .....	Miss. ....	Oct. 20, 1881	139 00	.....	
Montague .....	Tex. ....	Dec. 29, 1881	94 00	.....	
Waxahachie .....	Tex. ....	Oct. 26, 1881	400 00	.....	
Monticello .....	Ky. ....	Oct. 22, 1881	100 00	.....	
Monticello .....	Ky. ....	Oct. 25, 1881	40 00	.....	
Llano .....	Tex. ....	Jan. 19, 1882	20 00	.....	
Fort Bennett .....	Dak. ....	Feb. 24, 1882	5 00	.....	
Grand View .....	Tex. ....	Oct. 24, 1881	221 00	.....	
Grand View .....	Tex. ....	Oct. 25, 1881	35 00	.....	
Hearne .....	Tex. ....	Mar. 8, 1882	3 50	.....	
Anderson .....	Ind. ....	Mar. 13, 1882	49 00	.....	
Rockport .....	Tex. ....	Feb. 15, 1882	217 00	.....	
Decatur .....	Tex. ....	Oct. 25, 1881	295 00	.....	
Tallassee .....	Ala. ....	Mar. 20, 1882	20 00	.....	
Fort McKavett .....	Tex. ....	Feb. 14, 1882	221 00	.....	
Jeanerette .....	La. ....	Apr. 18, 1882	23 00	.....	
Gainesville .....	Ark. ....	Mar. 23, 1882	147 00	.....	
Jeanerette .....	La. ....	Apr. 25, 1882	23 00	.....	
Pinckney .....	Mich. ....	Apr. 20, 1882	1 00	.....	
Louisville .....	Miss. ....	Apr. 4, 1882	40 00	.....	
Marksville .....	La. ....	Mar. 4, 1882	188 00	.....	
Laredo .....	Tex. ....	May 28, 1882	217 00	.....	
Frio Town .....	Tex. ....	Apr. 13, 1882	20 00	.....	
Pearisburgh .....	Va. ....	Apr. 17, 1882	10 00	.....	
Holland .....	Iowa. ....	June 8, 1882	702 00	.....	
Monticello .....	Ky. ....	Oct. 5, 1881	175 00	.....	
58.35 cases .....				\$7, 152 45	
Total "unsettled," 79.35 cases .....				\$9, 646 45	

\* These nine cases, involving an amount of \$701, and which occurred prior to June 30, 1881, were not brought to the attention of the department until after the close of the fiscal year ended that day.



D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1882.

Summary.		Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid.....		95		\$2, 579 27
a) Orders issued prior to June 30, 1881.....		47	\$1, 314 96	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....		48	1, 264 31	
I. Recovered.....		27		573 74
a) Orders issued prior to June 30, 1881.....		10	207 34	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....		17	366 40	
II. Charged to the payee.....		2		35 00
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....		2	35 00	
III. Paid to the proper payee.....		8		278 35
a) Orders issued prior to June 30, 1881.....		8	278 35	
IV. Charged to paying postmaster.....		12		316 70
a) Orders issued prior to June 30, 1881.....		6	167 52	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....		6	149 18	
V. Charged to department.....		2		60 00
a) Orders issued prior to June 30, 1881.....		2	60 00	
VI. Unsettled.....		44		1, 315 48
a) Orders issued prior to June 30, 1881.....		21	601 75	
b) Orders issued after June 30, 1881, and prior to July 1, 1882.....		23	713 73	
Total.....		95		2, 579 27

I.—RECOVERED.

a) Orders issued prior to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
2201	Kenney.....	Ill....	July 10, 1880	Leadville.....	Colo..	July 20, 1880	*\$15 00
G. 68533	New York.....	N. Y..	Apr. 15, 1879	La Crosse.....	Wis..	June 9, 1879	25 62
15513	Toledo.....	Ohio..	Apr. 20, 1881	New York.....	N. Y..	Apr. 23, 1881	15 00
6777	Catlettsburgh....	Ky....	May 9, 1881	New Orleans....	La....	May 12, 1881	12 00
1381	Refugio.....	Tex....	Nov. 15, 1880	San Antonio....	Tex....	Nov. 22, 1880	7 50
27333	Laramie City.....	Wyo....	Mar. 23, 1881	Denver.....	Colo..	Mar. 29, 1881	50 00
B. 1626	Carnock.....	Eng....	May 10, 1881	Youngstown....	Ohio..	May 28, 1881	*4 87
62950	Jacksonville.....	Fla....	May 27, 1881	Evansville.....	Ind....	.....	*25 00
35091	Canton.....	Miss..	Oct. 8, 1880	Jackson.....	La....	Oct. 21, 1880	*50 00
2667	Poplar Bluff.....	Mo....	May 30, 1881	Charleston.....	Mo....	June 2, 1881	*2 35
10 cases.....							207 34

b) Orders issued subsequent to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
14932	Lebanon.....	Ohio..	Aug. 11, 1881	Detroit.....	Mich..	Aug. 19, 1881	\$50 00
55160	Baltimore.....	Md....	Sept 29, 1881	Waynesborough	Va....	Oct. 13, 1881	12 50
5630	Waynesborough....	Va....	Oct. 13, 1881	Charleston.....	W. Va.	Oct. 15, 1881	12 50
9214	Salinas.....	Cal....	Sept. 5, 1881	Montgomery....	Ala....	Sept. 13, 1881	5 00
20147	Oregon.....	Ill....	Aug. 23, 1881	Fort Scott.....	Kans..	Aug. 29, 1881	15 00
59789	Wilmington.....	Del....	Sept. 12, 1881	Chicago.....	Ill....	Sept. 14, 1881	15 00
53790	Philadelphia.....	Pa....	Aug. 24, 1881	Charleston.....	W. Va.	Sept. 13, 1881	1 90
B. 31086	Bradford.....	Eng....	Aug. 23, 1881	Detroit.....	Mich..	Sept. 7, 1881	24 35
2862	Youngstown.....	Ohio..	Sept. 8, 1881	Chicago.....	Ill....	Sept. 10, 1881	21 00
53815	Bloomfield.....	Ind....	July 20, 1881	Vincennes.....	Ind....	July 29, 1881	25 00
13861	Wheeling.....	W. Va.	Nov. 1, 1881	Baltimore.....	Md....	Nov. 3, 1881	15 00
53260	Bloomington.....	Mich..	Nov. 7, 1881	Conwa.....	Iowa..	Dec. 5, 1881	20 00
1504	Kirwin.....	Kans..	Nov. 21, 1881	Kansas City.....	Mo....	Dec. 6, 1881	38 00
8634	San Francisco....	Cal....	July 29, 1881	Boston.....	Mass..	Aug. 8, 1881	35 00
81553	Newburgh.....	W. Va.	Mar. 14, 1882	Wilkes Barre....	Pa....	Mar. 29, 1882	31 25
2058	New York.....	N. Y..	Jan. 7, 1882	Philadelphia.....	do....	Feb. 10, 1882	40 00
50679	Middleport.....	Ohio..	Apr. 11, 1882	Saint Louis.....	Mo....	..... 1882	4 90
11196							
17 cases.....							366 40
Total recovered, 27 cases.							573 74



## II. CHARGED TO THE PAYEE OF ORDER.

**b) Orders issued subsequent to June 30, 1881.**

[illegible]

### III.—PAID TO THE PROPER PAYEE.

**a) Orders issued prior to June 30, 1881.**

[illegible]

#### IV.—CHARGED TO PAYING POSTMASTER.

**a) Orders issued prior to June 30, 1881.**

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
52106	Louisville .....	Ky ...	Dec. 1, 1879	New Orleans ....	La ....	Dec. 23, 1879	\$10 00
15865	New York .....	N. Y..	Aug. 30, 1880	Salt Lake City..	Utah ..	Jan. 26, 1881	48 26
15866	do .....	N. Y..	Aug. 30, 1880	do .....	do ....	Jan. 26, 1881	48 26
10759	Deadwood .....	Dak ..	Dec. 20, 1880	Chicago .....	Ill ....	Dec. 30, 1880	20 00
37976	Easton .....	Pa ....	Mar. 17, 1881	do .....	do ....	Mar. 22, 1881	16 00
83183	Kansas City .....	Mo ....	Aug. 16, 1879	do .....	do ....	Aug. 18, 1879	25 00
	6 cases .....						167 52

**b) Orders issued subsequent to June 30, 1881.**

5344	New York.....	N. Y..	July 28, 1881	Chicago.....	Ill ....	Aug, 9, 1881	\$24 35
60744	Washington.....	D. C..	Dec. 6, 1881	Bedford.....	Pa ...	Dec. 20, 1881	50 00
60745	do .....	do	Dec. 6, 1881	do .....	do ..	Dec. 20, 1881	48 63
23856	Toledo .....	Ohio..	Dec. 21, 1881	Cleveland .....	Ohio..	Dec. 23, 1881	10 00
39975	Stockton .....	Cal ...	July 19, 1881	New York .....	N. Y..	July 27, 1881	11 30
12591	Le Roy .....	Minn ..	Mar. 30, 1882	Sioux Falls .....	Dak ..	Apr. 1, 1882	4 90
	6 cases .....						149 18
	Total, 12 cases .....						316 70

### V.—CHARGED TO DEPARTMENT.

**a) Orders issued prior to June 30, 1881.**

39747	Chicago .....	Ill ....	Nov. 14, 1878	Calais.....	Me ...	Nov. 25, 1878	\$20 00
20865	New York.....	N. Y..	Jan. 31, 1881	Station E, New York .....	N. Y..	Feb. 24, 1881	40 00
	Total, 2 cases .....						<hr/> 60 00

VI.—UNSETTLED.

a) Orders issued prior to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of pay-ment.	Amount of order.
43954	Council Bluffs...	Iowa...	Dec. 31, 1878	Sterling.....	Ill....	Jan. 2, 1879	\$15 00
80755	Kansas City.....	Mo....	June 13, 1879	Sterling.....	Kans..	June 14, 1879	25 00
14450*	Dundalk.....	Ont...	Apr. 11, 1877	Louisville.....	Ky....	Apr. 18, 1877	42 35
24451*	do.....	do....	do.....	do.....	do....	do.....	42 35
24452*	do.....	do....	do.....	do.....	do....	do.....	30 50
Dup. 19803	} Fremont.....	Nebr..	Oct. 21, 1876	Ashland.....	Nebr..	Sept. —, —	23 00
10628				Lampasas.....	Tex....	Sept. 3, 1879	8 00
1944	Hallettsville.....	Tex....	Aug. 14, 1879	Erie.....	Pa....	Aug. 30, 1878	50 00
60661	Washington.....	D. C...	Aug. 28, 1878	do.....	do....	do.....	14 00
60662	do.....	do....	do.....	New Berne.....	N. C...	Jan. 10, 1880	5 00
22602	Tarborough.....	N. C...	Jan. 4, 1880	Atlanta.....	Ga....	Aug. 18, 1880	11 00
10898	Auburn.....	Ala....	July 24, 1879	do.....	do....	Feb. 5, 1881	25 00
47430	Lexington.....	Ky....	Aug. 6, 1880	Leadville.....	Colo...	do.....	50 00
15002	Clay Centre.....	Kans..	Feb. 14, 1880	do.....	do....	do.....	5 00
15003	do.....	do....	do.....	Newark.....	N. J...	Oct. 13, 1880	*35 29
G. 11305	New York.....	N. Y...	Oct. 11, 1880	Eureka Springs..	Ark....	May 30, 1881	*8 50
6003	Comanche.....	Tex....	May 20, 1881	Detroit.....	Mich..	July 25, 1881	*50 00
G. 32547	New York.....	N. Y...	May 26, 1881	do.....	do....	do.....	*50 00
G. 32548	do.....	do....	do.....	do.....	do....	do.....	*50 00
G. 32549	do.....	do....	do.....	do.....	do....	do.....	*50 00
G. 32550	do.....	do....	do.....	do.....	do....	do.....	*50 00
G. 32551	do.....	do....	do.....	do.....	do....	do.....	*11 76
21 cases.....							601 75

VI.—UNSETTLED.

b) Orders issued subsequent to June 30, 1881.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
10220	Condersport .....	Pa .....	Nov. 4, 1881	Los Angeles .....	Cal ...	Nov. 12, 1881	\$50 00
10221	... do .....	do .....	do .....	do .....	do .....	do .....	50 00
10222	... do .....	do .....	do .....	do .....	do .....	do .....	50 00
61483	Washington .....	D. C. ...	Dec. 13, 1881	Vicksburgh .....	Miss ..	Jan. 5, 1882	50 00
61484	... do .....	do .....	do .....	do .....	do .....	do .....	50 00
61485	... do .....	do .....	do .....	do .....	do .....	do .....	50 00
61486	... do .....	do .....	do .....	do .....	do .....	do .....	50 00
61487	... do .....	do .....	do .....	do .....	do .....	do .....	50 00
61488	... do .....	do .....	do .....	do .....	do .....	do .....	45 17
69195	Buffalo .....	N. Y. ...	Aug. 29, 1881	Ogdensburgh .....	N. Y. ...	..... 1881	15 00
73172	Dallas .....	Tex .....	Jan. 16, 1882	Salisbury .....	N. C. ...	Jan. 21, 1882	10 00
528	Rose Creek .....	Minn ..	Aug. 27, 1881	Ashland .....	Nebr ..	Nov. 5, 1881	59 00
529	... do .....	do .....	do .....	do .....	do .....	do .....	8 35
41727	Wilkes Barre ...	Pa .....	Apr. 18, 1882	Georgetown station, Wah'n ..	D. C. ...	Apr. 24, 1882	4 00
23161	Weatherford .....	Tex .....	Oct. 27, 1881	Waco .....	Tex .....	Nov. 3, 1881	15 00
25171	Ravenna .....	Ohio ...	Mar. 30, 1882	Elmira .....	N. Y. ...	Apr. 6, 1882	10 00
9392	Elkton .....	Ky .....	Nov. 15, 1881	Springfield .....	Mo .....	Nov. 26, 1881	6 00
27547	Colorado Springs	Colo ...	Feb. 25, 1882	Gunnison .....	Colo ...	Mar. 21, 1882	25 00
25315	Eureka .....	Nev .....	Feb. 17, 1882	Butte City .....	Mont ..	Feb. 23, 1882	32 00
F. 330	Trets .....	France	Aug. 8, 1881	New York .....	N. Y. ...	Sept. 2, 1881	50 00
F. 331	... do .....	do .....	do .....	do .....	do .....	do .....	17 00
B. 299	} Brighton .....	Eng ...	Jan. 5, 1882	... do .....	do ...	Jan. 27, 1882	1 21
11320				Kansas City .....	Mo .....	Nov. 15, 1881	25 00
1716	South Abington	Mass ..	Oct. 29, 1881				
23 cases .....							713 73
Total "unsettled," 44 cases .....							1,315 48

\* These 12 cases, amounting to to \$352.77, alleged to have occurred prior to June 30, 1881, were brought to the attention of the department after that date.



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NEW MONEY-ORDER CONVENTION WITH  
SWITZERLAND.

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OCTOBER 18–NOVEMBER 30, 1881.

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# CONVENTION

FOR THE

## EXCHANGE OF POSTAL MONEY ORDERS BETWEEN THE UNITED STATES OF AMERICA AND SWITZERLAND.

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Convention concluded between the Post-Office Department of the United States of America and the Postal Administration of Switzerland, of the 18th October and 30th November, 1881.

The undersigned have concluded the following convention for the exchange of postal orders between the United States of America and Switzerland, subject to the ratification of proper authority, and in lieu of the convention of the 12th October, 1867, and of the Article additional thereto of the 23rd February, 1872.

### ARTICLE 1.

There is established between the United States of America and Switzerland a regular exchange of postal orders. This exchange is to be effected by the Exchange Offices which each of the two Administrations shall have designated for this purpose, and which Exchange Offices shall notify each other by means of lists of orders for payment.

### ARTICLE 2.

The amount of the orders shall always be expressed in the money of the country where payment is to be made.

Convention conclue entre le Département des postes des États-Unis d'Amérique et l'Administration des postes suisses, le 18 Octobre et 30 Novembre 1881.

Les soussignés ont conclu la convention suivante pour l'échange des mandats-poste entre les États-Unis d'Amérique et la Suisse, convention qui sera soumise à la ratification de l'autorité supérieure compétente, et qui remplacera celle du 12 Octobre 1867, et l'article additionnel à cette dernière convention du 23 Février 1872.

### ARTICLE 1.

Il est créé, entre les États-Unis d'Amérique et la Suisse, un échange régulier de mandats-poste. Cet échange s'effectue par l'entremise des bureaux d'échange que chacune des deux Administrations désigne à cet effet, et ces bureaux s'avisent réciproquement au moyen de listes, des mandats à payer.

### ARTICLE 2.

Le montant des mandats est toujours exprimé dans la monnaie du pays où doit s'effectuer le paiement.

## ARTICLE 3.

1. No order payable in the United States shall exceed the amount of fifty dollars, and no order payable in Switzerland shall exceed an amount in francs equivalent to that sum.

2. Fractions of a cent or of a centime, are not to be introduced into the amount of an order.

## ARTICLE 4.

Payment of the amount of orders is to be effected in money of metallic value of the country of destination.

This payment can also be effected in either country in paper money which is a legal tender therein. In that event, account is always to be taken of the difference of value, if there be any.

## ARTICLE 5.

1. Each of the two Administrations is at liberty to fix at any time the rate of conversion of the amounts, payment of which is to be made in the other country.

2. The two Administrations will communicate to each other the rate of exchange or of conversion fixed by them, as well as the changes which they may make therein.

## ARTICLE 6.

1. Each of the two Administrations shall fix the fees charged upon orders issued in its own country and payable in the other.

2. They will communicate to each other the fees which they shall have established and the changes which they may subsequently make therein.

## ARTICLE 7.

The Postal Administration by which the money orders are issued shall credit the Administration of

## ARTICLE 3.

1. Aucun mandat payable aux Etats-Unis ne peut excéder le montant de cinquante dollars, et aucun mandat payable en Suisse ne peut dépasser le montant équivalent en francs à cette somme.

2. Les fractions de cent, ou de centime ne sont pas admises dans l'expression du montant d'un mandat.

## ARTICLE 4.

Le paiement du montant des mandats s'effectue dans la monnaie métallique du pays de destination. Ce paiement peut aussi avoir lieu, dans chacun des deux pays, en papier monnaie ayant cours légal dans le pays respectif. Dans ce cas, on doit toujours tenir compte de la différence des cours, s'il y a lieu.

## ARTICLE 5.

1. Chacune des deux Administrations a la faculté de fixer en tout temps le taux de versement des montants dont le paiement doit s'effectuer dans l'autre pays.

2. Les deux Administrations se communiquent réciproquement le taux de versement qu'elles ont fixé, aussi bien que les changements, qu'elles pourront y apporter.

## ARTICLE 6.

1. Chacune des deux Administrations fixe les droits à prélever sur les mandats de poste émis dans son propre pays et payables dans l'autre pays.

2. Elles se communiquent réciproquement les droits qu'elles ont fixés et les changements qu'elles pourraient y introduire ultérieurement.

## ARTICLE 7.

L'Administration des postes par laquelle les mandats ont été émis, crédite l'Administration du pays

the country of payment with the total amount of the orders which it has certified to the latter, in addition to three fourths of one per cent on the difference between the total amount of the orders certified and the amount of void and repaid orders.

#### ARTICLE 8.

1. The sums converted into postal orders are guaranteed to the remitters until they shall have been regularly paid to the payees or to the representatives of the latter, or shall have been refunded to the said remitters.

2. The sums received by each administration in exchange for postal orders, the amounts of which shall not have been claimed by the persons entitled to payment before the expiration of the periods fixed by the laws or the regulations of the country of origin, become the absolute property of the Administration which has issued the orders.

#### ARTICLE 9.

At the end of each quarter the Swiss Postal Administration shall prepare an account comprising all sums paid by the Offices of the two countries, and the credits to be given under each head in conformity with article 7 above mentioned, as well as a statement of the orders refunded by each Administration.

#### ARTICLE 10.

1. The Postal Administration of the United States shall examine this account, correct it, if necessary, and if it is found to be the debtor, shall transmit the balance due within fifteen days, at the latest, after its receipt to the Administration of the Swiss Posts.

If the account shows a balance to the credit of the Administration of the United States of America the

de paiement du montant total des mandats qu'elle a facturés à l'autre, plus le trois-quart pour cent sur la différence entre le montant total des mandats facturés et le montant des mandats nuls ou restitués.

#### ARTICLE 8.

1. Les montants convertis en mandats-poste sont garantis aux déposants jusqu'au moment où ils auront été régulièrement payés aux bénéficiaires, aux mandataires de ceux-ci, ou bien remboursés aux dits déposants.

2. Les sommes encaissées par chacune des deux administrations en échange des mandats-poste dont le montant n'a pas été réclamé par les ayants-droit, dans les délais fixés par les lois et règlements du pays d'origine, deviennent la propriété absolue de l'Administration qui en a émis les mandats.

#### ARTICLE 9.

A la fin de chaque trimestre, l'Administration des postes suisses dresse un compte comprenant toutes les sommes payées par les bureaux des deux pays, et les bonifications à effectuer de leur chef, conformément à l'article 7 sus-mentionné, de même que l'état des mandats remboursés par chaque Administration.

#### ARTICLE 10.

1. L'Administration des postes des États-Unis examine ce compte, le rectifie s'il y a lieu, et si elle se trouve être débitrice, transmet le solde dû, dans le délai de quinze jours au plus tard, après la réception du compte, à l'Administration des postes suisses.

Si le compte présente un solde en faveur de l'Administration des États-Unis de l'Amérique l'Admi-



Postal Administration of Switzerland shall transmit the amount thereof to the former within fifteen days at the latest after receipt of notice of acceptance or of correction of the account.

2. The balance must always be paid in the money of metallic value of the country to which it is found due, by means of a bill of exchange on Basle, or on New York as the case may be.

3. The expenses which may result from the payment of balances, must always be borne by the Administration by which payment is made.

#### ARTICLE 11.

1. To ascertain the amount to be paid, the smaller credit is to be converted into the money of the country which has the larger credit, and is to be deducted from the latter credit. This conversion is to be effected according to the average rate of exchange at New York, during the quarter to which the account pertains, if the balance is to the credit of Switzerland, and according to the average rate of exchange at Berne, during such quarter if the balance is to the credit of the Postal Administration of the United States.

2. The Administration which is to make payment shall transmit to the other Administration within five days at the latest, after the expiration of the quarter a certified statement of the rate of exchange for every business day of the quarter.

#### ARTICLE 12.

Whenever, during the course of a quarter, it is found that the amount of orders drawn upon either of the two Administrations exceeds by five thousand dollars, or twenty-five thousand francs the amount of orders drawn upon the other Administration, the latter shall send to the former, the proximate amount of the ascertained difference, in a round sum, as a payment on ac-

nistration des postes suisses en transmet le montant à la première dans le délai de quinze jours au plus tard, après réception de l'avis d'acceptation, soit de rectification du compte.

2. Le solde doit toujours être payé dans la monnaie métallique du pays au profit duquel il ressort, au moyen d'une lettre de change sur Bâle ou sur New York, suivant le cas.

3. Les frais qui peuvent résulter du paiement des soldes sont toujours supportés par l'Administration qui effectue le paiement.

#### ARTICLE 11.

1. Pour déterminer le montant à payer, le crédit le moins élevé est converti dans la monnaie du pays qui présente l'avoir le plus élevé, et est déduit de ce dernier. Cette conversion s'effectue d'après la moyenne du cours du change à New York, pendant le trimestre auquel appartient le compte, si le solde est au crédit de la Suisse, et d'après la moyenne du cours du change à Berne pendant le dit trimestre, s'il est au crédit de l'Administration des postes des Etats Unis.

2. L'Administration qui doit effectuer le paiement transmet à l'autre Administration, dans le délai de cinq jours au plus après l'expiration du trimestre, un état certifié du cours du change de chaque jour ouvrable du trimestre.

#### ARTICLE 12.

Lorsque, dans le courant d'un trimestre, il est constaté que le montant des mandats tirés sur l'une des deux Administrations excède de cinq mille dollars ou vingt-cinq mille francs le montant des mandats tirés sur l'autre Administration, cette dernière envoie à la première le montant approximatif de la différence constatée, en somme ronde, à titre de paiement à compte,

count, by means of bills of exchange under the conditions prescribed in Article 10.

#### ARTICLE 13.

1. The form and the conditions of issue of postal orders in each country are subject to the regulations in force in the country of origin.

2. The form as well as the conditions for payment of postal orders, including those relating to the suspension of payment, the renewing of orders, the issue of duplicates, and other matters concerning payment are subject to the regulations in force in the country of destination.

#### ARTICLE 14.

1. Each Administration is authorized to suspend temporarily the interchange of postal orders, whenever the course of exchange, or any other circumstance, may give rise to abuses, or cause detriment to the revenues.

2. Notice of action of this nature must be communicated immediately to the other Administration, and, if deemed necessary by means of the telegraph.

#### ARTICLE 15.

The Postal Administrations of the two countries shall have power, by mutual agreement, to arrange detailed regulations for the execution of the present Convention, and to modify them, at any time, according to the requirements of the service.

#### ARTICLE 16.

1. The present Convention shall take effect on the first day of January, 1882. It shall remain in force until the expiration of a period of one year after the date upon which one of the two contracting Admin-

au moyen d'une lettre de change et aux conditions prévues par l'article 10.

#### ARTICLE 13.

1. Le mode et les conditions de l'émission des mandats-poste dans chacun des deux pays, sont soumis aux dispositions en vigueur dans le pays expéditeur.

2. Le mode, aussi bien que les conditions de paiement des mandats-poste, y compris celles se rapportant à la suspension du paiement, le renouvellement des mandats, l'émission de duplicata, et les autres formalités ayant trait au paiement, sont soumis aux dispositions en vigueur dans le pays de destination.

#### ARTICLE 14.

1. Chacune des deux Administrations est autorisée à suspendre temporairement le service d'échange des mandats-poste, toutes les fois que le cours de change ou d'autres circonstances pourraient donner lieu à des abus ou porter préjudice aux recettes.

2. Avis de toute mesure de cette nature sera immédiatement donné à l'autre Administration, au besoin par voie télégraphique.

#### ARTICLE 15.

Les Administrations des postes des deux pays sont compétentes pour arrêter d'un commun accord les dispositions de détail nécessaires à l'exécution de la présente Convention, et de les modifier en tout temps, selon les exigences du service, moyennant entente réciproque.

#### ARTICLE 16.

1. La présente convention sera mise à exécution le premier Janvier 1882. Elle restera en vigueur jusqu'à l'expiration d'une année à compter du jour auquel l'une des deux Administrations aura notifié

istrations shall have notified the other of its intention to terminate it.

2. When the present Convention takes effect that of the 12th of October 1867, above mentioned, as well as the Article of the 23d of February 1872, supplementary thereto shall be abrogated.

Executed in duplicate and signed at Berne on the eighteenth day of October in the year of our Lord one thousand eight hundred and eighty-one, and at Washington, on the thirtieth day of November in the year of our Lord one thousand eight hundred and eighty one.

(Sig) FRANK HATTON.  
*Acting Postmaster General of the United States.*

[Seal of the Post Office Department  
of the United States.]

à l'autre son intention de faire cesser ses effets.

2. Seront abrogés dès le jour de la mise à exécution de la présente Convention, celle du 12 Octobre 1867 de même que l'article additionnel du 23 Février 1872.

Fait en double expédition et signé à Berne le-dix-huit Octobre mil huit cent quatre-vingt-un, et à Washington le trente Novembre mil huit cent quatre-vingt-un.

Le Directeur général des postes  
Suisses  
(Sig) ED. HÖHN.

Ratifié la présente convention, conformément à l'autorisation du Conseil fédéral, du 1. Novembre 1881.

Berne, le 4 Novembre 1881.

Le Conseiller fédéral, Chef du Département des Postes et Chemins de fer.

(Sig)

BAVIER.

I hereby approve the foregoing Convention; and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Sig)

[Seal of the United States.]

CHESTER A. ARTHUR.

By the President.

(Sig.) JAMES G. BLAINE

*Secretary of State.*

WASHINGTON, December 2nd, 1881.

*Regulations of Detail, Forms, and Order for the execution of the Convention for the exchange of Postal Money Orders between the United States and Switzerland, concluded October 18, and November 30, 1881.*

Detailed regulations, for the execution of the Convention concluded between the Postal Administration of the United States of America, and that of Switzerland, concerning the exchange of postal orders of the 18th of October and 30th of November 1881.

In pursuance of the terms of Article 15 of the Convention of the

Règlement de détail et d'ordre pour l'exécution de la convention conclue entre l'Administration des postes des États Unis d'Amérique et celle de la Suisse, concernant l'échange de mandats-poste, du 18 Octobre et 30 Novembre 1881.

En exécution des dispositions de l'article 15 de la convention du 18

18th of October and 30th of November, 1881, concerning the exchange of postal orders, and in lieu of the Regulation of the 2nd and 26th July 1869 and of the provisions supplementary thereto of the 23rd of February 1872, the undersigned have agreed upon the following rules of action:

#### ARTICLE 1.

In conformity with Article 1 of the Convention, the money-order office at Basle is designated as the Exchange Office on the part of Switzerland, and the international money-order office at New York, as the Exchange Office on the part of the United States.

#### ARTICLE 2.

For the lists of means of which the Exchange Offices are, in accordance with Article 1 of the Convention, to notify each other of the orders to be paid, the money-order office at Basle shall make use of form "A" hereto annexed, and the international money-order office at New York, of the form "B" hereto annexed.

#### ARTICLE 3.

1. The lists are to be filled out in accordance with their printed headings with copying ink, which is also to be used in completing the letter of transmittal upon the first page thereof, and they are to be transmitted in duplicate by each outgoing mail, that is to say, by all mails fixed by schedule which are conveyed between the offices of Basle and of New York. Should it happen, at the time of dispatching any mail that there are no money-orders to be certified for payment, a list must nevertheless be sent in that mail. But in such event the dispatching Exchange Office will write across the list, the words: "No money-orders."

Octobre et 30 Novembre 1881, sur l'échange des mandats-poste, et le remplacement du règlement des et 26 Juillet 1869, et des dispositions supplémentaires du 23 Février 1872, les soussignés sont convenus des mesures d'exécution suivantes:

#### ARTICLE 1<sup>er</sup>.

Conformément à l'article 1<sup>er</sup> de la Convention, le bureau des mandats de Bâle est désigné comme bureau d'échange de la part de la Suisse, et le bureau international des mandats de New York, comme bureau d'échange pour les États-Unis.

#### ARTICLE 2.

Pour les listes au moyen desquelles les bureaux d'échange ont, à teneur de l'article 1<sup>er</sup> de la Convention, à se communiquer réciproquement les mandats à payer, le bureau des mandats de Bâle se sert du formulaire "A," ci-annexé, et le bureau international des mandats de New York, du formulaire "B" également ci-annexé.

#### ARTICLE 3.

1. Les listes sont remplies conformément aux indications imprimées, au moyen d'encre à copier, dont on se servira également pour compléter la lettre de transmission qui se trouve à la première page, et elles sont transmises en duplicata par chaque dépêche partante, c'est-à-dire, par toutes les dépêches qui sont échangées entre les bureaux de Bâle et de New York, conformément au tableau y relatif. S'il arrive qu'au moment d'expédier une dépêche il n'y a pas de mandat poste à aviser pour paiement, la liste n'en est pas moins envoyée par cette dépêche. Dans ce cas, toutefois, l'office d'échange expéditeur écrit en travers de la liste, ces mots: "No money-orders." (Point de mandats-poste.)

2. The lists shall bear consecutive numbers, commencing with the calendar year and ending with it.

3. The orders inscribed in the lists shall also be consecutively numbered, the series of numbers to commence with each month on the part of Switzerland, and with each calendar year on the part of the United States.

4. The orders issued in the United States during the Quarter ending June 30th of each year, which may arrive at the Office of Exchange at New York in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and, in like manner, the orders issued in Switzerland during the quarter ending June 30th of each year which may arrive at the Exchange Office of Basle in the following quarter shall be entered on lists supplementary to the last list of the month of June.

#### ARTICLE 4.

Each list is to be carefully examined by the receiving office, and, if the latter finds that it contains manifest errors it will correct them with red ink. That office will then fill up the columns intended for its use and return one of the copies of the list to the sending office. In the letter of transmittal of the next list which it has to send, the receiving office above mentioned will acknowledge the receipt of the list in question to the office which sent it. The corrections made are always to be mentioned with explanations at the end of the letter of transmittal.

#### ARTICLE 5.

When the list contains errors or irregularities which cannot be corrected without consultation with the Exchange Office of the country of origin, the Exchange office of the country of destination shall request

2. Les listes portent des numéros d'ordre consécutifs, commençant avec l'année ordinaire et finissant avec elle.

3. Les mandats inscrits sur les listes sont numérotés consécutivement, les séries de numéros commençant chaque mois de la part de la Suisse, et chaque année ordinaire de la part des États Unis.

4. Les mandats émis dans les États Unis pendant le trimestre expirant au 30 Juin de chaque année, et qui parviennent au bureau d'échange de New-York dans le courant du trimestre suivant, sont compris dans des listes supplémentaires de la dernière liste du mois de Juin, de même, les mandats consignés en Suisse pendant le trimestre expirant le 30 Juin de chaque année, qui parviennent au bureau d'échange de Bâle dans le courant du trimestre suivant, sont compris dans des listes supplémentaires à la dernière liste du mois de Juin.

#### ARTICLE 4.

Chaque liste est vérifiée soigneusement par l'office réceptonnaire, et si ce dernier y constate des erreurs manifestes, il les corrige à l'encre rouge. Cet office remplit ensuite les colonnes à lui réservées, et renvoie l'un des exemplaires de la liste au bureau expéditeur. Dans la lettre de transmission de la prochaine liste qu'il a à expédier le bureau réceptonnaire sus-mentionné accuse réception de la liste en question au bureau qui l'a expédiée. Les corrections faites doivent toujours être mentionnées avec explications à la fin de la lettre de transmission.

#### ARTICLE 5.

Lorsqu'une liste contient des erreurs ou irrégularités qui ne peuvent être corrigées sans que le bureau d'échange du pays de destination ait consulté le bureau d'échange du pays d'origine, ce premier



explanations from the sending Exchange Office at the same time that it acknowledges the receipt of the list. The explanations requested are to be furnished as promptly as possible. Meantime the payment of orders in regard to which errors have been discovered is to be suspended.

ARTICLE 6.

If it appears from the number of the list received that the preceding list has failed to arrive, the receiving office shall apply for such list by the first mail. The sending office, as soon as it is informed of the matter shall send forthwith a duplicate of the missing list.

ARTICLE 7.

For the orders entered in the lists, the two Exchange Offices shall issue inland postal orders in accordance with the regulations in force in the premises in the country of destination, and with the provisions of Article 13 of the Convention.

ARTICLE 8.

1. For the quarterly account provided for by Article 9 of the Convention the Swiss Postal Administration shall make use of the form "C" hereto annexed.

2. This account is to be made out upon the basis of the lists accepted or corrected by the receiving Offices of Exchange. It is always to be prepared promptly, and transmitted to the Postal Administration of the United States as soon as all the lists from the international money-order office of New York bearing the date of the quarter to which it pertains shall have reached the money-order office of Basle, and all the duplicates of the lists of the same quarter dispatched by the latter office, shall have been returned to it from New York. If it be possible, this account is to be transmitted by the Swiss Postal Admin-

réclame les renseignements nécessaires du bureau d'échange expéditeur, en même temps qu'il accuse réception de la liste respective. Les renseignements demandés doivent être fournis aussi promptement que possible. En attendant, le paiement des mandats, au sujet desquels des erreurs ont été relevées est suspendu.

ARTICLE 6.

S'il résulte du numéro d'une liste reçue que la liste précédente n'est pas parvenue, le bureau réceptonnaire réclame cette liste par premier courrier. Le bureau expéditeur, dès qu'il a reçu avis du cas, envoie de suite un duplicata de la liste manquante.

ARTICLE 7.

Pour les mandats portés sur les listes, les deux bureaux d'échange établissent des mandats-poste internes, qui sont régis par les dispositions en vigueur dans le pays de destination, et par celles de l'article 13 de la convention.

ARTICLE 8.

1. Pour le compte trimestriel prévu par l'article 9 de la convention, l'Administration des postes suisses se sert du formulaire "C" ci-annexé.

2. Ce compte est établi, sur la base des listes acceptées soit rectifiées par les bureaux d'échange réceptionnaires, le plus promptement possible, et transmis à l'Administration des États-Unis aussitôt que toutes les listes du bureau international des mandats à New-York, portant la date du trimestre en cause, sont parvenues au bureau des mandats de Bâle, et que tous les duplicata des listes du même trimestre expédiés par ce dernier bureau lui ont été renvoyées de New York. Autant que possible, ce compte est expédié par l'Administration des postes suisses à celle des États-Unis, au plus tard dans

istration, to that of the United States at the latest within six weeks after the close of the quarter.

#### ARTICLE 9.

1. The Postal Administration of the country of origin shall be duly notified of all orders which shall not have been paid to the respective payees in the country of destination, within one year after the date of the receipt of the list, and, after an agreement shall have been reached in regard to these orders they shall be entered in the quarterly accounts, in order that the amounts thereof may be restored to the remitters in conformity with Article 9 of the Convention.

2. In like manner, there shall be embraced in this account, postal orders, application for repayment of which has been made to, and permission therefor received from the country of destination in conformity with Article 9 of the Convention.

#### ARTICLE 10.

1. The quarterly account is always to be transmitted in triplicate to the Postal Administration of the United States. If this account shows a balance in favor of the Swiss Postal Administration two copies shall be returned to the latter, bearing an acknowledgment of the acceptance of the balance. In case the balance is in favor of the Postal Administration of the United States, the latter will retain two copies, and send back but one.

2. When the balance, found to be due the Swiss Postal Administration shall have been paid, the latter will affix its acknowledgment of receipt to one of the two copies, which have been returned to it, and will send it back as a voucher to the Postal Administration of the United States of America.

3. In case the balance is in favor of the latter, it will on receipt of the amount of such balance, affix its acknowledgment of receipt to

les six semaines qui suivent l'expiration du trimestre.

#### ARTICLE 9.

1. L'Administration des postes du pays d'origine est dûment avisée de tous les mandats qui n'ont pas été payés à leur bénéficiaire, dans le pays de destination, dans le délai d'un an à partir du jour de la réception de la liste. Après que les deux Administrations se sont mises d'accord à leur égard, ces mandats sont compris dans les comptes trimestriels, afin que leur montant soit restitué à leur expéditeur, conformément à ce que prescrit l'article 9 de la convention.

2. De même, on comprend dans ce compte les mandats dont la restitution a été réclamée et autorisée par le pays de destination, conformément à ce que prescrit l'article 9 de la convention.

#### ARTICLE 10.

1. Le compte trimestriel doit toujours être transmis en triple expédition à l'Administration des postes des Etats Unis. Si ce compte présente un solde en faveur de l'Administration des postes suisses, il en est renvoyé à celle-ci deux expéditions munies de l'acceptation du résultat. Dans le cas où le solde est en faveur de l'Administration des postes des Etats Unis, celle-ci retient deux expéditions et n'en renvoie qu'une seule.

2. Lorsque le solde dû à l'Administration des postes suisses a été payé, celle-ci appose son accusé de réception sur l'une des deux expéditions qui lui a été renvoyée et la renvoie à titre de quittance à l'Administration des postes des Etats Unis d'Amérique.

3. Dans le cas où le solde est en faveur de cette dernière, elle joint, dès qu'elle a reçu le montant que comporte ce solde, son accusé de réception à l'une des deux expédi-

one of the two copies of the account, which it has retained, and will transmit the same, as a voucher, to the Swiss Office.

#### ARTICLE 11.

Payments of balances and payments on account made in pursuance of Articles 10 and 12 of the Convention, are to be effected by means of bills of exchange, which, when the balance is in favor of the Swiss Postal Administration, are to be drawn on Basle, payable to the Director General of Posts at Berne. When the balance is to the credit of the Postal Administration of the United States, the bills of exchange are to be drawn upon New York, payable to the Postmaster General at Washington.

#### ARTICLE 12.

1. For the purpose of balancing the quarterly account the conversion of one money into the other shall be made in compliance with the terms of Article 11 of the Convention. To that end the debtor Administration shall forward to the creditor Administration a certified tabular statement of the rates of exchange at Berne or at New York, as the case may be, quoted each business day during the preceding quarter.

2. For the said "Tabular Statement" the Swiss Office will use form "D" hereunto annexed, entering thereon the quotations of Bid and Asked made at Berne for "sight" exchange on New York as published by the "Union of Bernese Banks." The Office of the United States of America will use form "E" hereunto annexed, stating thereon the lowest and highest quotations made at New York for "sight" exchange on Switzerland and published by the "New York Journal of Commerce."

3. The average rate for the quarter shall then be established and serve as basis for the conversion

tions du compte qu'elle a retenues, et la transmet, comme quittance, à l'Administration Suisse.

#### ARTICLE 11.

Les paiements de soldes et d'acomptes prévus par les articles 10 et 12 de la Convention, sont effectués au moyen de lettres de change qui, lorsque le solde est en faveur de l'Administration des postes suisses, sont tirées sur Bâle payables au Directeur Général des postes à Berne. Lorsque le solde est au crédit de l'Administration des postes des Etats Unis, les lettres de changes sont tirées sur New York, payable au Maître Général des postes à Washington.

#### ARTICLE 12.

1. Pour obtenir le solde du compte trimestriel, la conversion d'une monnaie dans l'autre se fait conformément aux dispositions de l'article 11 de la Convention. À cet effet l'administration débitrice transmet à l'administration créditrice un état tabulaire certifié des cours du change à Berne ou à New York, suivant le cas, cotés pendant tous les jours ouvrables du trimestre précédent.

2. Pour le dit "état tabulaire" l'office de Suisse se servira de la formule "D," ci jointe. en y inscrivant les cotes à vue, offre et demande, faites à Berne pour New York et publiées par "l'Union des banques bernoises." L'office des Etats Unis d'Amérique utilisera la formule "E" ci annexée, en y exposant les cotes à vue, offre et demande, faites à New York pour la Suisse, et publiées par "The New York Journal of Commerce."

On établira le cours moyen du trimestre qui servira de base pour la conversion de la somme moins



of the smaller sum into money of the other Administration by dividing the totals of the columns headed "Bid" and "Asked" and the totals of the columns headed "Lowest" and "Highest" by the number of quotations; the two averages thus obtained are then to be added and the half of this sum shall represent the average rate for the quarter.

#### ARTICLE 13.

The Swiss Postal Administration undertakes to serve as intermediary for the exchange of postal orders from the United States to be paid in any European Country with which that Administration maintains an exchange of Postal orders, and with which the postal Administration of the United States does not have such exchange, as well as for the exchange of orders from any such European country destined for payment in the United States.

#### ARTICLE 14.

Orders from the United States of America for the countries in question are to be entered by the international money-order office of New York upon the lists of Basle with an exact statement of names and localities, in the same manner as if they were destined for Switzerland, and the Exchange Office at Basle will issue for them international orders, in the same manner as if they had originated at Basle, but under the condition of a deduction from the amounts entered in the lists of the ordinary fee for such orders. A list of the fees charged in such cases shall be furnished to the Postal Administration of the United States.

#### ARTICLE 15.

As regards the orders in transit through Switzerland from other countries for the United States of America, these orders are to be entered upon the lists for New

élevée dans la monnaie de l'autre Administration, en divisant le total, tant des offres que des demandes par le nombre des annotations; en suite on additionnera les deux moyennes obtenues et on prendra la moitié du total, qui représentera ainsi le cours moyen du trimestre.

#### ARTICLE 13.

L'administration des postes suisses se charge de servir d'intermédiaire pour la transmission de fonds des États Unis dans les pays de l'Europe avec lesquels cette administration échange des mandats-poste, mais avec lesquels l'Administration des postes des États Unis n'entretient pas un échange de cette nature, de même que pour l'envoi de fonds de l'un de ces pays de l'Europe aux États Unis.

#### ARTICLE 14.

Les mandats des Etats Unis d'Amérique pour les pays en question sont portés par le bureau international des mandats à New York sur les listes pour Bâle, avec l'indication exacte des noms et localities, de la même manière que si ces mandats étaient à destination de la Suisse, et le bureau d'échange de Bâle émet pour ces envois des mandats internationaux, de la même manière que s'ils étaient originaires de Bâle, mais à la condition de déduire du montant inscrit sur les listes, le droit ordinaire fixé pour ces mandats. Une liste indiquant les droits prélevés dans ce cas sera fournie à l'Administration des postes des Etats Unis.

#### ARTICLE 15.

En ce qui concerne les mandats en transit par la Suisse provenant d'autres pays et à destination des Etats Unis d'Amérique, ils sont portés sur les listes pour New-York

York in the same manner as if they had been issued in Switzerland, and the Exchange Office of New York will treat them in the same manner as Swiss orders.

de la même manière que s'ils avaient été consignés en Suisse, et le bureau d'échange de New York les traite de la même manière que les mandats suisses.

ARTICLE 16.

In addition to the claims mentioned in article 9 concerning the repayment of orders, the two Administrations agree to take charge of other claims in relation to orders exchanged between Switzerland and the United States; for example, in regard to changes of name, places of payment, requests for information concerning payments which have been made, etc., and to dispose of them in accordance with the regulations in force in each country respectively.

ARTICLE 16.

Abstraction faite des réclamations mentionnées à l'article 9 concernant le remboursement de mandats-poste, les deux Administrations conviennent de se charger des autres réclamations relatives aux mandats échangés entre la Suisse et les Etats Unis; par exemple, en ce qui regarde les changements de noms, les lieux de paiements, les demandes d'information sur des paiements effectués, etc., et de les traiter conformément aux règlements en vigueur dans chacun des deux pays.

ARTICLE 17.

1. The present Detailed Regulations shall take effect at the same time as the Convention of the 18th of October and 30th of November 1881, and shall continue in force as long as the latter.

2. When these Regulations shall take effect, those of the 2nd and 25th July 1869, as well as the Articles supplementary thereto of the 23d February 1872, shall be abrogated.

Done in duplicate and signed at Berne the eighteenth day of October 1881, and at Washington the thirtieth day of November 1881.

(Sig) FRANK HATTON  
*Acting Postmaster General  
of the United States.*

[Seal of the Post Office Department of the United States]

ARTICLE 17.

1. Le présent règlement de détail entrera en vigueur en même temps que la convention du 18 Octobre et 30 Novembre 1881. Il aura la même durée que cette convention.

2. A partir du jour de l'entrée en vigueur du présent règlement, celui des 2 et 26 Juillet 1869, de même que les Articles supplémentaires du 23 Février 1872, seront abrogés.

Fait en double expédition et signé à Berne le 18 Octobre 1881, et à Washington le 30 Novembre 1881.  
Le Directeur général des Postes suisses.

(Sig) ED. HÖHN.

Ratifié le présent Règlement. Berne le 4. Novembre 1881.

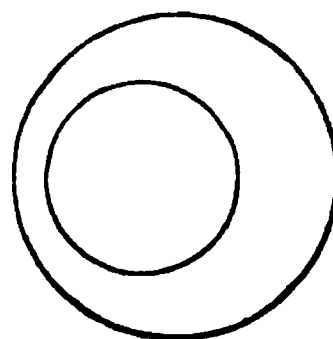
Le Conseiller fédéral, Chef du Département des Postes et chemins de fer.

(Sig)

BAVIER.

A.

Stamp of Basle Office.



List No.

POST OFFICE, BASEL, SWITZERLAND,

....., 188 .

SIR: I have received your list of international money-orders, No. ...., of the ..... 188  
on the ..... 188 .

The examination which has taken place has proved the correctness of the totals, viz: \*Amounts paid  
in ..... Francs ..... centimes.

In return, I transmit to you herewith (in duplicate) a List of international money-orders, No. ....  
the total amount of the List being ..... Dollars, ..... cents.

Be pleased to examine, complete, and return to me the original copy of this List with your acknowl-  
edgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

*The Chief of the Money Order Office.*

.....

To the POSTMASTER,

MONEY ORDER EXCHANGE OFFICE,

New York, N. Y.

\*In case any differences are found, such differences to be stated below.



MONEY ORDER OFFICE.

New York, N. Y., ..... 188 .

SIR: I have examined the within List No. ...., dated ....., 188 , amounting in the aggregate to ..... dollars ..... cents.

I have found said List correct, with the following exceptions :

To the MONEY-ORDER OFFICE,  
at Basle, Switzerland

.....,  
Postmaster.  
Exchange Office of the Money Order Office.

**B**

List No. ....

Stamp of  
New York Office.

POST OFFICE, NEW YORK, N. Y.,

....., 188 .  
SIR: I have received your List of international money orders, No. ...., of the....., 188  
on the ..... , 188 .

The examination which has taken place has proved the correctness of the totals, viz: \*

Amounts paid in, ..... dollars ..... cents.

In return I transmit to you herewith (in duplicate) a List of international money orders, No. ....  
The total amount of the List being ..... francs ..... centimes.

Be pleased to examine, complete, and return to me the original copy of this List, with your  
acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

.....  
Postmaster, New York, N. Y.

To the MONEY-ORDER OFFICE  
at Basle, Switzerland.

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\* In case any differences are found, such differences to be stated below.

27 P M G

List No. ....

Sheet No. ....

Stamp of  
New York Office.

[ Blanks to be filled by the Dispatching International  
Office of New York.

Blanks to be filled by the Receiving Interna-  
tional Office, Basle.

1 Number of original Money Order.		11 Charge to be deducted for orders in transit through Switzerland.		Remarks	
2 Current number of International Order.		12 Net amount payable to the beneficiary.			
3 Date of original Money Order.		13 Number of the Post Office order of Basle.		15	
4 Amount of the original Money Order in United States currency.		14 Post Office on which the final order is drawn.			
5 Full name of the remitter of order.					
6 Post office issuing original order.					
7 Full name of the beneficiary.					
Residence of the beneficiary.					
Dolls.	Org.	st.	Frs. Cent.	Frs. Cent.	

**NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 419**

**MONEY-ORDER OFFICE, BASLE, SWITZERLAND,**

....., 188.

**SIR:** I have examined the within List, No. .... dated ..... 188 , amounting in the aggregate to ..... francs ..... centimes.

I have found said List correct, with the following exceptions:

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.....

*The Chief of the Money-Order Office.*

**To the POSTMASTER  
MONEY-ORDER EXCHANGE OFFICE,  
New York, N. Y.**





## NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 421

[illegible]



NEW MONEY-ORDER CONVENTION WITH SWITZERLAND. 423

BALANCE.

To the Credit of the Swiss Office.			To the Credit of the United States Office.		
	Frs.	Ces.		\$	c.
Amount of orders issued in the United States, less amount of void and re-paid Orders of United States Origin.	.....	.....	Amount of orders issued in Switzerland, less amount of void and re-paid orders of Swiss Origin.	.....	.....
Amount of Commission due Switzerland at $\frac{3}{4}$ per cent. of the above amount.	.....	.....	Amount of Commission due the United States at $\frac{3}{4}$ per cent. of the above amount.	.....	.....
Total Swiss credit.	.....	.....	Total United States credit.	.....	.....
United States credit to be deducted .....\$ . c (to be converted at the average rate of exchange in New York during the quarter to which this account appertains; see Article 11 of the Convention of..... )	.....	.....	Swiss credit to be deducted .....Frs .....ces (to be converted at the average rate of exchange in Berne during the quarter to which this account appertains; see Article 11 of the Convention of.....)	.....	.....
Balance to the credit of the Swiss Office	.....	.....	Balance to the credit of the United States Office	.....	.....
Paid, on account by the Office of the United States.	.....	.....	Paid, on account by the Office of Switzerland.	.....	.....
Dated.	Frs.	Ces.	Dated.	\$	c.
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
Balance remaining	.....	.....	Balance remaining	.....	.....

The within account exhibits a total balance of....., which after deduction of the payments on account as therein stated leaves a balance remaining of ..... due the ..... Office.

Berne, ..... 188...

Le Contrôleur en Chef,

.....

The above statement of account is accepted with a balance of ..... due the ..... Office.

Washington, ..... 188...

.....

Auditor of the Treasury for the Post Office Department.

D.

Etat

des cours de change à vue cotés à Berne sur New York, pendant le trimestre finissant le ....., 188.. conformément aux publications de l'Union des banques bernoises.

		Offre.			Demande.		
	Mois.	Nombre des Cotes.	Sommes.		Nombre des Cotes.	Sommes.	
			Centimes.	huit*.		Centimes.	huit*.
Totaux.....	{	.....	.....	.....	.....	.....	.....
reportés.....		.....	.....	.....	.....	.....	.....
du verso.....		.....	.....	.....	.....	.....	.....
Totaux trimestriels.....							
Cour moyen d'un dollar.....							
Total des moyennes.....							
dont la moitié représente le cour moyen trimestriel d'un dollar.....							

Certifié exact.  
Berne, le ..... 188..



E.

Statement of the rates of exchange on sight quoted at New York on Switzerland, during the Quarter ending ....., 188 , in conformity with the publications of the New York Journal of Commerce.

		Lowest.		Highest.	
Month.	Number of Quotations.	Amounts.		Number of Quotations.	Amounts.
		Centimes. Eighths.		Centimes. Eighths.	
Totals carried from the back....					
Quarterly totals .....					
Average rate of one dollar.....					
Total of averages .....					
The half of which represents the average rate of one dollar for the quarter.....					

Certified as correct.

New York, ....., 188 .

Day.						
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	Value of one dollar in centimes and eighths of a centime.					
	<i>Cent- imes.</i>	<i>Eighths.</i>	<i>Cent- imes.</i>	<i>Eighths.</i>	<i>Cent- imes.</i>	<i>Eighths.</i>
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						
	Number of quotations.					





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**NEW MONEY-ORDER CONVENTION WITH  
JAMAICA.**

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**OCTOBER 11-26, 1881.**



# CONVENTION

BETWEEN

## THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST-OFFICE OF THE ISLAND OF JAMAICA, CONCERNING AN EXCHANGE OF MONEY-ORDERS.

The Post-Office Department of the United States of America and the General Post-Office of the Island of Jamaica being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles:

### ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at Ten pounds (£10) sterling when issued in Jamaica; and when issued in the United States at Fifty dollars (\$50) in the money of the latter country.

No money-order shall include a fractional part of a penny, or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent in the money of the issuing country must also be shown in figures, at the rate of conversion fixed by Article 13 of the present convention.

### ARTICLE 2.

The Jamaica Post-Office shall have power to fix the rates of commission on all money-orders issued in Jamaica, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate from time to time to the other its tariff of charges, or rates of commission, which shall be established under this convention, and these rates shall, in all cases, be payable in advance by the remitters and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance should give rise to abuses or cause detriment to the postal revenue.

### ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

### ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Ex-

change. On the part of the United States the Office of Exchange shall be New York, and on the part of Jamaica, Kingston.

Orders shall be drawn only on the authorized money-order offices of the respective countries, and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to or change in such list.

Every order and advice must contain the name of the Office and of the country of destination, and, if relating to an order payable in the United States, the name of the State in which such office is situated.

#### ARTICLE 5.

No money-order shall be issued, unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address, or the name of the firm, or company, who are the remitters or payees, together with the addresses of each.

The money-orders issued in either country shall be forwarded by the remitters to the payees at their own expense.

#### ARTICLE 6.

The advices of all money-orders issued upon Jamaica by the Post Offices in the United States shall be sent to the Office of Exchange at New York, where they shall be examined, and, if found correct, impressed with the dated stamp of that office, and transmitted, by the next mail, to the exchange office at Kingston, accompanied by a List, in duplicate, drawn upon the model of Form "A."

The advices, on their arrival at Kingston, shall be compared with the entries in the list, and afterwards, despatched to the paying offices.

In like manner the advices of money orders, drawn on the United States by Postmasters in Jamaica, shall be sent to the Exchange Office at Kingston, shall there be examined, and, if found correct, impressed with the dated stamp of that Office, and be despatched accompanied by a list, in duplicate, (Form "B") to the Office of Exchange at New York by the next mail.

The advices, on their receipt at New York, shall be compared with the entries in the list, and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of September, which may arrive at the Office of Exchange at New York in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of September, and, in like manner, the advices of orders issued in Jamaica in the month of June, which may arrive at the Exchange Office at Kingston in the earlier days of the following month, shall be entered on lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other, on the lists in amounts designated in the denominations of the money both of the despatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts so converted shall be checked at the receiving office of Exchange.

#### ARTICLE 7.

The lists despatched from each office of Exchange shall be numbered consecutively, commencing with No. 1, at the beginning of the month of July in each year; and the entries in these lists shall also have consecutive numbers.

Of each list despatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange shall be returned to the despatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other, the correction of any simple error, which it may discover in the verification of the lists.

When the lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that office shall apply for an explanation to the despatching Exchange Office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course the despatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the list, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the Country on which the original orders were drawn, and in conformity with the regulations established, or to be established in that Country.

#### ARTICLE 9.

The orders issued by each Country on the other, shall be subject, as regards payment, to the regulations which govern the payment of Money-Orders in the country on which they were drawn.

The paid orders shall remain in the possession of the Country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the Country of issue from the Country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void and the sums received shall accrue to, and be at the disposal of the country of origin.

The Jamaica Office shall, therefore, enter to the credit of the United States, in the quarterly account all money-orders entered in the lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand, the Post Office Department of the United States shall, at the close of each month transmit to the Jamaica Office, for entry in the quarterly account, a detailed statement of all orders, included in the lists despatched from the latter office, which, under this Article become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of Jamaica, showing in detail the totals of the lists containing the particulars of orders issued in either Country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office

Department of the United States at Washington, and the balance, after proper verification shall, if due by the Post Office Department of the United States, be paid at Kingston, but, if due by the Jamaica Post Office, it shall be paid at New York, and in the money of the country to which the payment is made.

Payments may also be made in Money, or by Drafts or by Bills of Exchange on points other than Kingston and New York, by mutual agreement between the two Departments.

If, pending the settlement of an account one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding Five thousand dollars (\$5,000) the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such administration from remitting a lesser amount than Five thousand dollars (\$5,000) at discretion.

This account, and the letters which accompany such intermediate remittances, shall be in accordance with the forms "C," "D," "E," "F" and "G" annexed to this Convention.

#### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents of the money of the United States.

#### ARTICLE 14.

The Postal Administration in each Country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office Department of the other country.

#### ARTICLE 15.

This present convention shall take effect on the first day of January, one thousand eight hundred and eighty-two, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the twenty-sixth day of October in the year of our Lord 1881, and in Kingston on the eleventh day of October in the year of our Lord 1881.

(Sig.) THOMAS L. JAMES,  
*Postmaster-General of the United States.*

[Seal of the Post Office Department of the United States.]

(Sig.) A. MUSGRAVE.  
*Governor of Jamaica.*

[Seal of Jamaica.]

I hereby approve the foregoing Convention and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[Seal of the United States.]

(Sig.)

CHESTER A. ARTHUR.

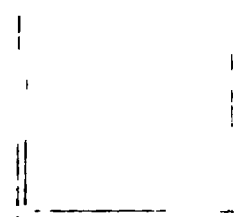
By the President:

(Sig.) JAMES G. BLAINE,  
*Secretary of State.*

OCTOBER 27th, 1881.

A.

List No.....

*Stamp of New York Office*

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch, (List No.....,) for orders payable in Jamaica, amounting in the aggregate to \$....., = £..... s..... d.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant.

.....

*Postmaster, New York.*

To the POSTMASTER FOR JAMAICA,  
*Kingston.*





**GENERAL POST OFFICE, JAMAICA,**

**Kingston,.....188 .**

SIR: I have examined this List of Money Orders, from No.....to No....., inclusive, for sums received in the United States for payment in Jamaica, amounting in the aggregate to \$....., and which is to be paid to the net amount of £.....s. ....d.

**The said List was found to be correct, with the following exceptions:**

[illegible]

**I am, sir, your obedient servant,**

.....

***Postmaster for Jamaica.***

**To the POSTMASTER,**

**Money-Order Exchange Office, New York.**









F.  
BALANCE.

To credit of Jamaica Office.				To credit of United States Office.			

No. \_\_\_\_\_.

F.

GENERAL POST OFFICE, JAMAICA,  
Kingston, \_\_\_\_\_, 188 .

SIR: The lists of International Money-Orders which the Kingston Exchange Office has transmitted to the New York Exchange Office, from\_\_\_\_\_ to \_\_\_\_\_, 188 , amount to the sum of \_\_\_\_\_ \$.....  
The Lists transmitted by the New York Office to the Kingston Office during the same period amount to £....., equivalent to. \_\_\_\_\_ \$ .....

Difference ..... \$.....  
On account of which the Jamaica Office has already paid the following sums, viz:  
....., 188 , ..... \$ .....  
....., 188 , ..... \$.....  
....., 188 , ..... \$ .....  
....., 188 , ..... \$.....  
\_\_\_\_\_ \$.....

Difference remaining ..... \$.....  
Particulars: In accordance with the terms of Article 12 of the Convention of \_\_\_\_\_, 188 , the sum of \$..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

.....,  
Postmaster for Jamaica.

To the Postmaster General of the United States, Washington.



No. —.

G.

POST OFFICE DEPARTMENT,  
Washington, D. C.,....., 188 .

SIR: The Lists of International Money-Orders, which the Exchange Office of New York has trans-  
mitted to the Exchange Office at Kingston from..... to ....., 188 , amonnt  
to the sum of ..... £.....  
The Lists transmitted by the Exchange Office at Kingston to the New York Office  
dnring the same period amount to \$....., equal to..... £.....

Difference..... £.....  
On account of which the United States Office has already paid the following sums :  
.....188 , ..... £.....  
.....188 , ..... £.....  
.....188 , ..... £.....  
.....188 , ..... £.....

Difference remaining..... £.....  
Particulars: In accordance with the terms of Article 12 of the Convention of ..... 188 , the  
sum of £..... is herewith transmitted, as per particulars in the margin, the receipt of which you  
will be pleased to acknowledge in due form.

Superintendent Money Order System.

To the Postmaster for Jamaica, Kingston

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**MONEY-ORDER CONVENTION WITH NEW SOUTH  
WALES, AUSTRALIA.**

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**OCTOBER 29, DECEMBER 6, 1881.**



# CONVENTION

BETWEEN

THE POST OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST OFFICE OF THE COLONY OF NEW SOUTH WALES, AUSTRALIA, CONCERNING THE EXCHANGE OF MONEY ORDERS.

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The Post Office Department of the United States of America and the General Post Office of the Colony of New South Wales, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

## ARTICLE 1.

There shall be a regular exchange of money orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in New South Wales, and when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in New South Wales, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

## ARTICLE 2.

The New South Wales Post Office shall have power to fix the rates of commission on all money orders issued in New South Wales, and the Post Office Department of the United States shall have the same power in regard to all money orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money orders, in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

## ARTICLE 3.

Each country shall keep the commission charged on all money orders within its jurisdiction, but shall pay to the other country three fourths of one per cent. on the amount of such orders.

## ARTICLE 4.

The service of the Postal money order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of New South Wales, Sydney.

Orders shall be drawn only on the authorized money order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid and his own name and address; or the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders issued in either country, shall be forwarded by the remitters to the payees at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon New South Wales by the post offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next direct mail, to the Exchange Office at Sydney, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Sydney, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in New South Wales, shall be sent to the Exchange Office at Sydney, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in New South Wales in the month of June, which may arrive at the Exchange Office at Sydney in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

#### ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

#### ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

## ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The New South Wales Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the New South Wales Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

## ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of New South Wales, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States at Washington, and the balance, after proper verification, shall, if due by the General Post Office of New South Wales, be paid to the General Post Office, at London, to the credit of the Post Office Department of the United States on account of the exchange of money orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post Office Department of the United States, the balance shall likewise be paid to the General Post Office at London, to the credit of the General Post Office of New South Wales.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

## ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

## ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the sixth day of December, in the year of our Lord, 1881, and in Sydney on the twenty-ninth day of October, in the year of our Lord, 1881.

THOMAS L. JAMES,

[Seal of the Post Office Department  
of the United States.]

*Postmaster General of the United States.*

F. B. SUTTER

*Postmaster General of New South Wales.*

[Seal of General Post Office of  
New South Wales.]

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[Seal of the United States]

CHESTER A. ARTHUR.

By the President

JAMES G. BLAINE,

*Secretary of State.*

WASHINGTON, *December 8th*, 1881



## A.

## Value of United States Order in English money

£.	s.	d.
5	3	2

San Francisco, January 1, 1882.

## Value of New South Wales Order in United States money

\$14	c. 25
------	-------

Sydney, January 1, 1882

**B.**

List No.....

Stamp of  
San Francisco  
Office.

SIR: I have the honor to transmit to you herewith in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No.....), for orders payable in New South Wales, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

*Postmaster, San Francisco.*

To the POSTMASTER,  
Money-Order Exchange Office,  
*Sydney.*

**B.**

[illegible]

B.

MONEY-ORDER OFFICE.  
Sydney, 128.

SIR: I have examined this List of Money-Orders from No. to No. , inclusive, for sums received in the United States for payment in New South Wales, amounting in the aggregate to \$ , and which is to be paid to the net amount of £ s. d.

The said List was found to be correct, with the following exceptions:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

I am, Sir, your obedient servant,

To the POSTMASTER,  
MONEY-ORDER EXCHANGE OFFICE.  
San Francisco, Cal.













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**MONEY-ORDER CONVENTION WITH VICTORIA,  
AUSTRALIA.**

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**OCTOBER 5, DECEMBER 9, 1881.**

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# CONVENTION

BETWEEN

THE POST OFFICE DEPARTMENT OF THE UNITED STATES:  
OF AMERICA AND THE GENERAL POST OFFICE OF THE  
COLONY OF VICTORIA, AUSTRALIA, CONCERNING THE  
EXCHANGE OF MONEY-ORDERS.

---

The Post Office Department of the United States of America and the General Post Office of the Colony of Victoria, Australia, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

## ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in Victoria, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by Article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in Victoria, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

## ARTICLE 2.

The Victoria Post Office shall have power to fix the rates of commission on all money-orders issued in Victoria, and the Post Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

## ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

## ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of Victoria, Melbourne.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or, the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon Victoria by the post-offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next direct mail, to the Exchange Office at Melbourne, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Melbourne, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in Victoria, shall be sent to the Exchange Office at Melbourne, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in Victoria in the month of June, which may arrive at the Exchange Office at Melbourne in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

The Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those

post offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Sydney, or from Sydney to San Francisco, as the case may be, and not via London in any event.

#### ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established in that country.

#### ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. (Article 12.)

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The Victoria Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the Victoria Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the General Post Office of Victoria, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the General Post Office of Victoria, be paid to the General Post Office at London, to the credit of the Post Office Department of the United States on account of the exchange of money orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post Office Department of the United States the balance shall likewise be paid to the General Post Office at London, to the credit of the General Post Office of Victoria.

If pending the settlement of an account, one of the two postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

#### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money-orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars eighty-seven cents of the money of the United States.

#### ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

#### ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the ninth day of December, in the year of our Lord 1881, and in Melbourne on the fifth day of October, in the year of our Lord 1881.

THOMAS L. JAMES,

*Postmaster General of the United States.*

{ SEAL OF THE POST-OFFICE DEPARTMENT }  
OF THE UNITED STATES.

HENRY BOLTON,

*Postmaster General of Victoria.*

[SEAL OF THE GENERAL POST OFFICE OF VICTORIA.]

I hereby approve the foregoing convention, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

[SEAL OF THE UNITED STATES.]

By the President:

JAMES G. BLAINE

*Secretary of State.*

WASHINGTON, *December 9th*, 1881.



**A.**

**Value of United States Order in English money.**

<i>£</i>	<i>s.</i>	<i>d.</i>
5	3	2

**San Francisco, January 1, 1882.**

**Value of Victoria Order in United States money.**

\$14	c. 25
------	-------

**Melbourne, January 1, 1882.**

**B.**

List No.....

Stamp of San Francisco Office.
--------------------------------------

SIR: I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No.....), for orders payable in Victoria, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

.....  
*Postmaster, San Francisco.*

To the POSTMASTER,  
MONEY-ORDER EXCHANGE OFFICE,  
*Melbourne.*



**B.**

MONEY-ORDER OFFICE,  
Melbourne, ..... 188 .

SIR: I have examined this List of Money-Orders from No. .... to No. ...., inclusive, for sum received in the United States for payment in Victoria, amounting in the aggregate to \$....., and which is to be paid to the net amount of £..... s..... d.....

The said List was found to be correct, with the following exceptions:

-----  
-----  
-----  
-----  
-----

I am, sir, your obedient servant,

To the POSTMASTER,  
MONEY-ORDER EXCHANGE OFFICE,  
San Francisco, Cal.











“G.”

BALANCE.

To credit of Victoria Office.				To credit of United States Office.			
Amount of international orders issued in the United States.....				Amount of international orders issued in Victoria .....			
Three-fourths of one per cent. on amount of such issue.....				Three-fourths of one per cent. on amount of such issue .....			
Amount of void orders of Victoria issue as per table.....				Amount of void orders of United States issue as per table.....			
Amount of international orders repaid in Victoria as per table .....				Amount of international orders repaid in the United States as per table .....			
Sums remitted by the office of Victoria ...				Sums remitted by the office of the United States.....			

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**MONEY-ORDER CONVENTION WITH  
NEW ZEALAND.**

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**OCTOBER 8, DECEMBER 6, 1881.**

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# CONVENTION

BETWEEN

THE POST-OFFICE DEPARTMENT OF THE UNITED STATES  
OF AMERICA AND THE POST-OFFICE DEPARTMENT OF  
THE COLONY OF NEW ZEALAND, CONCERNING THE EX-  
CHANGE OF MONEY-ORDERS.

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The Post-Office Department of the United States of America and the Post-Office Department of the Colony of New Zealand, being desirous of establishing a system of exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles :

## ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in New Zealand, and, when issued in the United States, at the equivalent, in sterling money, of \$50 in the money of the latter country, converted at the rate fixed by article 13 of the present Convention.

No money-order shall include a fractional part of a penny, or, of a cent.

The amount of each order, whether issued in the United States or in New Zealand, must be expressed in letters in British money, and the equivalent in the money of the United States must also be shown in figures.

## ARTICLE 2.

The New Zealand Post-Office Department shall have power to fix the rates of commission on all money-orders issued in New Zealand, and the Post-Office Department of the United States shall have the same power in regard to all money-orders issued in the United States.

Each office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders, in case the course of exchange, or any other circumstance should give rise to abuses, or, cause detriment to the postal revenue.

## ARTICLE 3.

Each country shall keep the commission charged on all money-orders within its jurisdiction, but shall pay to the other country three-fourths of one per cent. on the amount of such orders.

## ARTICLE 4.

The service of the postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be San Francisco, California, and on the part of New Zealand, Auckland.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such List. Every order and advice must contain the name of the office and of the country of destination, and if relating to an order payable in the United States, the name of the State in which such office is situated.

## ARTICLE 5.

No money-order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or the name of the firm or company who are the remitters or payees, together with the addresses of each.

The money-orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

## ARTICLE 6.

The advices of all money-orders issued upon New Zealand by the post-offices in the United States shall be sent to the Office of Exchange at San Francisco, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in sterling money, and transmitted, by the next direct mail, to the Exchange Office at Auckland, accompanied by a List, in duplicate, drawn upon the model of Form "B."

The advices, on their arrival in Auckland, shall be compared with the entries in the List, and, afterwards dispatched to the paying offices.

In like manner the advices of money-orders, drawn on the United States by postmasters in New Zealand, shall be sent to the Exchange Office at Auckland, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at San Francisco by the next direct mail.

The advices, on their receipt at San Francisco, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of June, which may arrive at the Office of Exchange at San Francisco in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June, and in like manner, the advices of orders issued in New Zealand in the month of June, which may arrive at the Exchange Office at Auckland in the earlier days of the following month shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money, both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

Each Administration hereby undertakes and agrees to suspend the

issue of money-orders a sufficient length of time before the sailing of each steamer which carries the Exchange Lists and advices, at those post-offices in its own territory where such suspension may be necessary, in order to prevent the issue of orders which could be dispatched by the outgoing mail while the corresponding advices could not be certified by the Exchange Office in time to be conveyed by that mail.

The Exchange Lists and the accompanying advices shall invariably be sent by such steamers as carry the mails directly from San Francisco to Auckland, or from Auckland to San Francisco, as the case may be, and not via London in any event.

#### ARTICLE 7.

The Lists dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Exchange Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Exchange Office, on receiving information to that effect shall transmit, without delay, a duplicate of the List, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established in that country.

#### ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12).

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The New Zealand Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money-orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post-Office Department of the United States shall, at the close of each month, transmit to the New Zealand Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the Postmaster-General's Office, Wellington, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States, at Washington, and the balance, after proper verification, shall, if due by the Post-Office Department of New Zealand, be paid to the General Post-Office at London, to the credit of the Post-Office Department of the United States on account of the exchange of money-orders between the United States and the United Kingdom of Great Britain and Ireland; if due by the Post-Office Department of the United States, the balance shall likewise be paid to the General Post-Office at London, to the credit of the Post-Office Department of New Zealand.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five hundred pounds (£500) sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This account shall be in accordance with the forms "D," "E," "F," and "G," annexed to this Convention.

#### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account relative to money-orders which shall result from the execution of the present Convention the pound sterling of Great Britain shall be considered as equivalent to four dollars, eighty-seven cents, of the money of the United States.

#### ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing), for the greater security against fraud, or, for the better working of the system, generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

#### ARTICLE 15.

This present Convention shall take effect on the first day of January, 1882, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the sixth day of December, in the year of our Lord, 1881, and in Wellington on the eighth day of October, in the year of our Lord, 1881.

[Seal of the Post Office Department  
of the United States.]

(Signed)

THOMAS L. JAMES,

*Postmaster General of the United States.*

(Signed)

WALTER U. JOHNSTON,

*Postmaster General of New Zealand.*

In the presence of—

W. GRAY,

*Secretary Posts & Telegraphs.*

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

(Signed)

CHESTER A. ARTHUR.

By the President.

[Seal of the  
United States.]

(Signed) JAMES G. BLAINE,

*Secretary of State.*

WASHINGTON, *December 8th*, 1881.



**A.**

Value of United States order in English money.

<i>£</i>	<i>s.</i>	<i>d.</i>
5	3	2

San Francisco, January 1, 1882.

Value of New Zealand order in United States money.

<i>\$</i>	<i>c.</i>
14	25

Auckland, January 1, 1882.

**B.**

List No.....

Stamp of  
San Francisco  
Office.

SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last dispatch (List No. .... ), for orders payable in New Zealand, amounting in the aggregate to £.....

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, Sir, your obedient servant,

*Postmaster, San Francisco.*

To the POSTMASTER,  
*Money-Order Exchange Office, Auckland.*



B.

MONEY-ORDER OFFICE,  
Auckland, 188 .

SIR: I have examined this List of Money-Orders from No.        to No.        , inclusive, for sums received in the United States for payment in New Zealand, amounting in the aggregate to \$        , and which is to be paid to the net amount of £        .        d.

The said List was found to be correct, with the following exceptions:

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I am, sir, your obedient servant,

To the POSTMASTER, MONEY-ORDER EXCHANGE OFFICE,  
San Francisco, Cal.





**Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.**

[illegible]







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**MONEY-ORDER CONVENTION WITH PORTUGAL.**

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**JULY 15, 1882.**



# CONVENTION

FOR

## THE EXCHANGE OF SUMS OF MONEY BY MEANS OF POSTAL ORDERS BETWEEN THE UNITED STATES AND PORTUGAL.

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The Government of the Republic of the United States of America and the Government of his Majesty the King of Portugal and of the Algarves, being desirous of facilitating the exchange of sums of money between the two countries by making use of postal orders and availing themselves of the authority granted by Articles 13 and 15 of the Convention of the Universal Postal Union concluded at Paris on the 1st of June, 1878, the undersigned, Timothy O. Howe, Postmaster General of the United States of America, in virtue of the powers vested in him by law, and Viscount das Nogueiras, Envoy Extraordinary and Minister Plenipotentiary of his Majesty the King of Portugal, in the name of his Government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following convention.

### ARTICLE 1.

SEC. 1. There shall be a regular exchange of sums of money by means of postal orders between Portugal and the United States of America.

SEC. 2. All the stipulations which are contained in this Convention with regard to Portugal are to be understood as applicable also to the Azores and to the Madeira Islands.

SEC. 3. The Postal Administration of each of the two countries shall determine in regard to its own territory—

a.—The localities where the orders in question can be issued.

b.—The localities where such orders can be paid.

### ARTICLE 2.

SEC. 1. The amount of the orders shall be collected from the remitters and paid to the beneficiaries in gold coin or in other lawful money of equal value. Each one of the Postal Administrations may however receive for the issue and employ for the payment of money-orders any money of less value which is a legal tender in its own country, provided account be taken of the difference of value, when occasion arises.

SEC. 2. The amount of each order shall not exceed—

a.—Fifty milreis when issued in the United States for payment in Portugal.

b.—Fifty dollars when issued in Portugal for payment in the United States.

The Postal Administrations of the two countries may however, by

mutual agreement, increase this maximum to ninety milreis and to one hundred dollars.

SEC. 3. The amount of each order shall be expressed in the metallic money of the country in which payment is to be made. For this purpose, the Postal Administration of the country of origin shall fix the rate of conversion of its own money into metallic money of the country of payment.

SEC. 4. The right is reserved to each of the two contracting countries to declare transferable, within its territory, by means of endorsement, the ownership of postal orders originating in the other.

### ARTICLE 3.

SEC. 1. Each of the two contracting countries shall fix the rate of fees to be collected from the remitters of money-orders issued therein for payment in the other country. This rate of fees shall not exceed one and one-half per cent. upon the amounts constituting the divisions in the schedule of fees.

SEC. 2. In addition to the fee mentioned in this Article no other charge, tax, commission, or impost shall be collected for the issue, transmission, distribution, or payment of money-orders, provided for in this Convention.

SEC. 3. The country which issues the orders shall pay to the country on which they are drawn three-quarters of one per cent. computed upon the total value of those orders.

### ARTICLE 4.

Orders issued in Portugal for payment in the United States shall not contain a fraction of a cent, and those which are issued in the United States for payment in Portugal shall not contain a fraction of ten reis.

### ARTICLE 5.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. These offices shall be—

a.—Lisbon, on the part of Portugal.

b.—New York, on the part of the United States.

### ARTICLE 6.

SEC. 1. Each Office of Exchange shall send, by every mail, to the other a certified List, in duplicate, of the money-orders issued in its own country, since the last previous transmission, for payment in the other.

SEC. 2. At the close of each Quarter, or, at the latest, within two months after the expiration thereof, an account, in duplicate, shall be prepared and transmitted by the Administration of Mails, Telegraphs, and Light-houses of Portugal to the Postal Administration of the United States. This account, having been accepted, shall be paid in the metallic money of the creditor country by the indebted Postal Administration, within a limited time to be determined by mutual agreement.

SEC. 3. For this purpose the smaller credit shall be converted into the money of the larger credit.

**SEC. 4.** In case of the non-payment of the balance of an account within the time specified, the amount of such balance shall be chargeable with interest from the date of the expiration of the stipulated period until the day of the transmission of the amount due. Such interest shall be computed at the rate of five per cent. per annum; and is to be entered in the accounts as a debit against the dilatory Administration.

#### ARTICLE 7.

**SEC. 1.** The sums received for the issue of money-orders remain the property of the remitters until they shall have been duly paid to the beneficiaries or to the representatives of the latter.

**SEC. 2.** Postal orders accrue to the country of origin when the amounts thereof have not been claimed by the payees within a period of time fixed by mutual agreement.

**SEC. 3.** Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made. Under no circumstances can the fees paid for money-orders be refunded to the remitters thereof.

**SEC. 4.** Duplicate orders shall only be issued by the Postal Administration of the country on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

#### ARTICLE 8.

Each Administration is authorized, in extraordinary circumstances that would justify the measure, to suspend temporarily the money-order service, in whole or in part, upon condition of giving notice of such suspension immediately to the other country, and, if deemed necessary, by means of the telegraph.

#### ARTICLE 9.

The General Administration of Mails, Telegraphs, and Light-Houses, of Portugal, and the General Postal Administration of the United States are authorized to adopt by mutual agreement all measures, and to arrange all matters of detail, necessary to secure the execution of all the stipulations of the present Convention.

#### ARTICLE 10.

The present Convention shall take effect on the first day of January, 1883, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

#### ARTICLE 11.

The ratifications of the present Convention shall be exchanged prior to the first day of December, 1882.

In witness whereof the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the fifteenth day of July, 1882.

[Seal of the Post Office Department  
of the United States.]

[Seal of the Legation of Portugal to the  
United States.]

TIM<sup>o</sup>. O. HOWE,  
*The Postmaster-General of the United States.*  
VISCONDE DAS NOGUEIRAS,  
*Enroy Extraordinary and Minister*  
*Plenipotentiary of Portugal to the United States.*

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

CHESTER A. ARTHUR.

By the President.

[Seal of the United  
States.]

FRED'K T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, July 15th, 1882.

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*Regulations of detail, forms and order for the execution of the Convention for the exchange of Postal Money Orders between the United States and Portugal, concluded at Washington, July 15, 1882.*

#### DETAILED REGULATIONS.

The undersigned, in pursuance of Article 9 of the Convention concluded between the United States and Portugal, on the fifteenth day of July, 1882, for the exchange of sums of money by means of postal orders have by mutual agreement, decided to adopt the following Regulations:

##### ARTICLE 1.

The Postal Administrations of the two countries shall communicate to each other the tables of conversion which they shall have adopted for the conversion of money in pursuance of the provisions of the third section of Article 2 of the Convention, and also all alterations which may be made therein.

##### ARTICLE 2.

Any person in the United States desiring to remit to any part of Portugal a sum of money within the limits prescribed by the second section of Article 2 of the Convention, may pay it into any post-office of the former country authorized to receive sums payable in Portugal, and to pay orders for sums remitted from that country.

The remitter shall give to the postmaster at such post-office the name and exact address of the person to whom the amount is to be paid in the country of destination, and also his own name and address.

Any person in Portugal desiring to remit to the United States a sum of money within the limits prescribed by the second section of Article 2 of the Convention, may pay it into any post-office of the former country authorized to receive sums payable in the United States, giving at the same time his own name and address, and the name and exact address of the person to whom the amount is to be paid in the United States.

The receiving post-office in either country shall transmit, in accordance with the rules established by its postal administration, due notice of such payment, by an internal money-order, or otherwise, to the dispatching exchange office.

## ARTICLE 3.

SEC. 1. The lists by means of which the Exchange Office of New York shall communicate to the Exchange Office of Lisbon the amounts deposited in the United States to be paid in Portugal, shall be in conformity with the model "A" annexed to the present Regulations. The lists by means of which the Exchange Office of Lisbon shall communicate to that of New York the amounts deposited in Portugal to be paid in the United States, shall follow the pattern "B" hereto annexed.

SEC. 2. The lists described in this Article shall be regularly transmitted by every mail, even when there are no deposits to be communicated for payment. In such cases, the words "No Money Orders," are to be written transversely across the lists.

SEC. 3. The lists transmitted by each of the two countries shall be consecutively numbered each year, commencing with Number 1, at the first of January, and terminating at the close of December. The entries in the lists shall also be consecutively numbered, commencing with Number 1 on the first of July in each year.

SEC. 4. The orders issued in the United States during the quarter ending June 30th of each year, which may arrive at the Office of Exchange at New York in the following quarter, shall be entered on lists supplementary to the last list of the month of June, and in like manner the orders issued in Portugal during the quarter ending June 30th of each year, which may arrive at the Exchange Office of Lisbon in the following quarter, shall be entered on lists supplementary to the last list of the month of June.

## ARTICLE 4.

SEC. 1. The Exchange Office, upon receipt of the lists shall proceed to verify them. Should errors be found the necessary corrections are to be made in red ink.

SEC. 2. For the orders entered in the lists, the two Exchange Offices shall issue inland postal orders in accordance with the regulations in force, in the premises, in the country of destination.

SEC. 3. By the first mail forwarded after the receipt of the lists, one of them shall be transmitted to the dispatching office of exchange with a duly executed acknowledgment of receipt.

SEC. 4. When the lists shall show irregularities which the receiving exchange office shall not be able to rectify, that office shall demand an explanation from the dispatching exchange office, which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of inland money orders of payment relating to the entries found to be erroneous in the list should be suspended.

## ARTICLE 5.

Orders shall be valid during a period of twelve months after the date of the issue thereof.

## ARTICLE 6.

SEC. 1. Orders which shall not have been paid within a period of twelve months from the date of the issue thereof shall be considered void, and the amount thereof shall be placed to the credit of the country of origin in the Quarterly Account. (Model "C.")

SEC. 2. For the execution of this stipulation, each of the two contracting countries shall make out a monthly statement (Model "D") of



orders originating in the other country, to which the provisions of this Article are applicable.

This statement shall include orders of which repayment shall have been reclaimed by the remitters.

#### ARTICLE 7.

SEC. 1. For the Quarterly Account required by Article 6 of the Convention a form shall be used in exact conformity with the pattern "C," hereto annexed.

SEC. 2. For the purpose of balancing this account, when the larger credit is in favor of Portugal, the conversion mentioned in Section 3 of Article 6 of the Convention shall be made in accordance with the average rate of exchange in New York during the quarter to which the account pertains. When the larger credit is in favor of the United States, the conversion shall be made in accordance with the average rate of exchange at Lisbon, during the same period.

SEC. 3. For this purpose the debtor Postal Administration shall send to the creditor Administration within ten days after the expiration of each quarter, a statement of the changes in the rates of exchange during that quarter.

SEC. 4. The Postal Administration of the United States shall return to Portugal a copy of the account in question, duly verified, within fifteen days, at the latest, after the receipt of the said account.

SEC. 5. If the ascertained balance of the account is in favor of Portugal, the Postal Administration of the United States, when it returns the duplicate of that account, shall remit the amount of such balance by a bill of exchange upon Lisbon, to the order of the Director General of Mails, Telegraphs, and Light-houses.

If the balance is in favor of the United States, the administration of Mails, Telegraphs, and Light-houses, of Portugal shall remit the amount thereof by letter of exchange on New York to the order of the Postmaster General of the United States, fifteen days, at the latest, after the receipt of the account, with a verification of the account, made by the United States.

SEC. 6. Whenever, in the interval between the quarterly statements, it is found that one of the two countries owes the other a balance exceeding four thousand five hundred milreis, or five thousand dollars, the Postal Administration of the debtor country shall transmit, without delay, in a letter of exchange, the approximate amount of such balance.

SEC. 7. All expenses attending the remittance of bills of exchange shall be at the charge of the debtor country.

#### ARTICLE 8.

The present Detailed Regulations shall take effect at the same time as the Convention of the fifteenth of July, 1882, and shall continue in force as long as the latter.

Done in duplicate, and signed at Washington, the fifteenth day of July, 1882.

TIM<sup>o</sup>. O. HOWE.

*The Postmaster General  
of the United States.*

[Seal of the Post Office  
Department of the  
United States.]

VISCONDE DAS NOGUEIRAS

On behalf of the Director General  
of Posts, Telegraphs, and Light-  
houses of Portugal.

[Seal of the Legation  
of Portugal to the  
United States.]

A.

Marca de dia do correio de New York

Relação No. \_\_\_\_\_

List No. \_\_\_\_\_

Stamp of New York Office.

Repartição postal de New York, N. Y.,  
Post Office, New York, N. Y.,

\_\_\_\_\_, 188-.

\_\_\_\_\_, 188-.

SENHOR:

SIR:

Recebi a sua relação No. \_\_\_\_\_ datada \_\_\_\_\_ no dia \_\_\_\_\_, 188-.

I have received your List No. \_\_\_\_\_ of the \_\_\_\_\_ on the \_\_\_\_\_, 188-.

O exame feito desta relação mostra a exactidão dos numeros totaes.\*

The examination which has taken place has proved the correctness of the totals, viz:\*

Importancias pagas \_\_\_\_\_ dollars, \_\_\_\_\_ centavos.

Amounts paid in \_\_\_\_\_ dollars, \_\_\_\_\_ cents.

Em troca remetto lhe junta (em duplicado) uma relação, No. \_\_\_\_\_, sendo a somma total desta relação \_\_\_\_\_ reis.

In return I transmit to you herewith (in duplicate) a list, No. \_\_\_\_\_, the total amount of the List being \_\_\_\_\_ reis.

Queira examinar, completar, e devolver me a copia original desta relação, accusando a sua recepção e endossandò-a.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgement of its receipt indorsed thereon.

Son com respeito,

I am, respectfully,

seu obediente servo,

your obedient servant,

\_\_\_\_\_,  
O Director do Correio de New York, N. Y.  
Postmaster, New York, N. Y.

À Repartição dos Valles de Correio,  
Lisbõa, Portugal.  
To the Money Order Office,  
Lisbon, Portugal.

\* No caso de se encontrarem algumar differença, devem estas declarar-se abaixo.

\* In case any differences are found, such differences to be stated below.

## REPORT OF THE POSTMASTER-GENERAL.

## Marca de dia do correio de New York

{ Relação No. \_\_\_\_\_  
 { List No. \_\_\_\_\_  
 { Folha No. \_\_\_\_\_  
 { Sheet No. \_\_\_\_\_

**Stamp of New York Office.**

**Cazas que a repartição internacional de expedição em New York deve encher.**  
**Blanks to be filled out by the dispatching International Office of New York.**

**Cazas que a repartição  
destinatária interna-  
cional em Lisboa deve  
encher.**

**Blanks to be filled by  
the receiving Interna-  
tional Office Lisbon.**

	Numero do Valle da correio original. Number of Original Money Order.
	Numero corrente do valle internacional. Current number of international Order.
	Data do valle original. Date of original Order.
⌘	Importancia do valle de Correio original em moeda dos Estados Unidos. Amount of the Original Order in United States money.
⌘	Nome da repartição que expede o valle original. Post Office issuing Original order.
	Nome por extenso da peboa que manda o valle. Full name of the remitter of order.
	Nome por extenso da peboa que recebe o valle. Full name of the beneficiary.
	Cidade ou Villa. Town or City.
	Parrochia e municipio. Parish and municipality.
	Ilha (se for nos Açores ou na Madeira). Island (if in Azores or Madeira).
Reis.	Importancia em moeda portugueza. Amount in Portuguese money.
	Numero do valle mandado pelo correio de Lisboa aos outros correios do reino. Number of the post office order of Lisbon.
	Repartição postal que paga o valle. Post Office on which the final order is drawn.
	Observações. Remarks.

Repartição dos Vales de Correio,  
Lisbõa, Portugal,  
Money-Order Office,  
Lisbon, Portugal,  
\_\_\_\_\_, 188-.  
\_\_\_\_\_, 188-.

SENHOR:

SIR:

Examinei a relação retro, No. \_\_\_\_\_, datada \_\_\_\_\_, 188-, na importancia total de \_\_\_\_\_ reis.

I have examined the within List, No. \_\_\_\_\_, dated \_\_\_\_\_, 188-, amounting in the aggregate to \_\_\_\_\_ reis.

Encontrei a ditta relação exacta, salvas as seguintes excepções:

I have found said List correct with the following exceptions:

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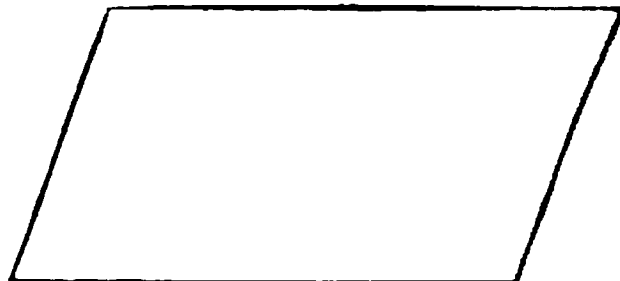
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Ao Director do Correio de New York, N. Y.  
To the Postmaster  
Money-Order Exchange Office  
New York, N. Y.

**B.**

Relação No. \_\_\_\_\_  
List No. \_\_\_\_\_

Marca de dia do Correio de Lisboa.



Stamp of Lisbon Office.

REPARTIÇÃO POSTAL DE LISBOA, PORTUGAL,  
POST OFFICE, LISBON, PORTUGAL,

\_\_\_\_\_, 188-.  
\_\_\_\_\_, 188-.

**SENHOR:**

**SIR:**

Recebi a sua relação de valles do correio internacionaes, No. —, datada —, 188-, no dia —, 188-.

I have received your List of international money-orders, No. —, of the —, 188-, on the —, 188-.

O exame feito desta relação mostra a exactidão dos numeros totaes.\*

The examination which has taken place has proved the correctness of the totals, viz: \*

Importancias pagas — reis.

Amounts paid in — reis.

Em troca, remetto, lhe junta (em duplicado) uma relação do valles do correio internacionaes No. —, sendo a somma total desta relação — dollars, — centavos.

In return, I transmit to you herewith (in duplicate) a List of international money-orders No. —, the total amount of the list being — dollars, — cents.

Queira examinar, completar e devolver me a copia original desta relação accusando a sua recepção e endossando a.

Be pleased to examine, complete, and return to me the original copy of this List with your acknowledgement of its receipt indorsed thereon

Son com respeito.

seu obediente servo.

I am, respectfully,

your obedient servant.

Ao Director do Correio  
de New York, N. Y.

To the Postmaster  
Money Order Exchange Office,  
New, York, N. Y.

\* No caso de se encontrarem algumas differença devem estas declarar-se abaixo.

\* In case any differences are found, such differences to be stated below.

RelacNo. \_\_\_\_\_

List No. \_\_\_\_\_

Folha No. \_\_\_\_\_

Sheet No. \_\_\_\_\_



**Data da chegada da presente relação  
a New York.**

**Date of arrival of the present List at New York.**

180

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188-

**Cazas que a repartição de expedição em Lisboa deve encher.**  
**Blank to be filled by the dispatching office of Lisbon.**

Cases que a repartição  
destinatária em New  
York deve encher.  
Blanko to be filled by  
the receiving office  
of New York.

	Numero dos vales de Correio Internacionaes. No. of the international order.
	Numero do valle de Correio original. No. of original money order.
	Data do valle original. Date of original money order.
Reis.	Importancia do valle original em moeda portugueza. Amount of the original money-order in Portuguese money.
	Nome da repartição que expede o valle original. Office at which the original order was issued.
	Residencia da pessoa que manda o valle. Residence of the Remitter.
	Pessoa que manda o valle. Remitter.
	Pessoa que recebe o valle. Payee.
	Residencia. Residence.
	Lugar. County.
	Provincia. State.
	Valor em moeda dos Estados Unidos do valle que deve ser pago. Value of Order in Office of Destination.
	Numero dos valles mandado pelo correio de New York aos outros correios da Uniao. Numbers of the inland orders issued by the Exchange Office of New York.
	Repartições postaes que pagamos valles. Offices at which the final orders are to be paid.
	Observações. Remarks.

REPARTIÇÃO DOS VALES DE CORREIO  
MONEY ORDER OFFICE,  
New York, N. Y., ——— —, 188—.  
New York, N. Y., ——— —, 188—.

SENHOR:

SIR:

Examinei a relação retro No. ———, datada ——— —, 188—, na importancia total de ——— dollars  
——— centavos.

I have examined the within List No. ———, dated ——— —, 188—, amounting in the aggregate to  
——— dollars ——— cents.

Encontrei a ditta relação exacta salvos a seguintes excepções:

I have found said List correct with the following exceptions:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_,  
Director do Correio de New York.  
Postmaster Money Order Exchange Office.

A repartição dos valles di correio  
Lisboa, Portugal.  
To the Money Order Office  
Lisbon, Portugal.











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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF FOREIGN MAILS,**  
**TO THE**  
**POSTMASTER-GENERAL,**  
**FOR**  
**1882.**

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# REPORT

## OF

### THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., October 25, 1882.*

SIR: I have the honor to submit herewith a report of the principal operations of the foreign mail service for the fiscal year ended June 30, 1882.

#### WEIGHT OF MAILS.

The total weight of mails dispatched during the year to countries and colonies of the Universal Postal Union (the Dominion of Canada excepted) was 999,554,729 grams, or 2,203,876 pounds; an increased weight over the preceding fiscal year of 452,353 pounds. The weight of the letter mails was 187,928,578 grams, or 414,355 pounds, and of printed matter and samples of merchandise 811,626,151 grams, or 1,789,521 pounds; an increased weight as compared with the preceding fiscal year of 73,367 pounds of letters and 378,986 pounds of printed matter and samples.

Of the letter mails dispatched, 176,644 pounds (42.63 per cent.) were sent to Great Britain and Ireland; 101,591 pounds (24.52 per cent.) to Germany; 99,894 pounds (24.11 per cent.) to other countries of Europe, and 36,226 pounds (8.74 per cent.) to Postal Union countries and colonies other than European.

Of the printed matter and samples dispatched, 800,914 pounds (44.76 per cent.) were sent to Great Britain and Ireland; 332,358 pounds (18.57 per cent.) to Germany; 345,291 pounds (19.30 per cent.) to other countries of Europe, and 310,958 pounds (17.37 per cent.) to other Postal Union countries and colonies.

Compared with the weights of mails dispatched during the preceding year, the increase of letter mails was 21.52 per cent., and of printed matter and sample mails 26.87 per cent.

A comparison of the weights of the mails dispatched to foreign countries during the fiscal year 1882 with those of the fiscal year 1880 shows the increase of correspondence to have been as follows:

	Pounds.
Weight of letter mails:	
In 1882 .....	414,355
In 1880 .....	272,181
	<hr/>
An increase in two years of.....	142,174
or 52½ per cent.	
Weight of printed matter and sample mails:	
In 1882 .....	1,789,521
In 1880 .....	1,181,420
	<hr/>
An increase in two years of.....	608,101
or 51½ per cent.	

A statement of the weights of the mails dispatched to each Postal Union country and colony is reported by the Auditor of the Treasury for the Post-Office Department.

#### THE NUMBER OF LETTERS EXCHANGED

with countries and colonies not embraced in the Universal Postal Union, exclusive of Canada, was 168,832, of which number 95,169 were sent to, and 73,663 received from such countries; a decrease compared with the previous fiscal year, of 338,996 letters sent, and 147,388 letters received from non-Union countries.

#### COST OF THE FOREIGN MAIL SERVICE.

The sums reported for payment on account of sea-transportation of the mails dispatched to and received from foreign countries during the fiscal year 1882, including 13,677 francs and 34 centimes (\$2,649.73), credited to France in the quarterly accounts with the French postal administration for the conveyance of United States mails by French contract packets from New York to Havre, amounted to \$280,163.98; an increase over the cost of the same services for 1881 of \$41,014.77. Of this amount \$233,485.34 was reported for the trans-Atlantic service; \$16,537.38 for the trans-Pacific service, and \$30,141.26 for services to and from the Isthmus of Panama, Central America, and the South Pacific; to Mexico, Cuba, and Porto Rico; to and from other West India Islands; to Brazil, the Argentine Republic, Paraguay and Uruguay; to Venezuela and Curaçoa, and to Canada and Newfoundland. Particulars of these several services are appended in statement marked A.

A comparison of the cost of foreign mail transportation for the fiscal year 1882 with the cost of the same service in 1880 shows the increase to have been as follows:

Cost of the service in 1882.....	\$280,163 98
Cost of the service in 1880.....	198,667 46
	<hr/>
An increase in two years of.....	81,496 52
or over 41 per cent.	

The expenses (chargeable to the foreign mail service) of maintaining the United States postal agencies at Shanghai (China), and at Aspinwall and Panama (United States of Colombia), for office rent, clerk hire, portorage of mails, and other miscellaneous items, amounted to \$2,695.55. These expenses have been materially reduced by a curtailment of the business of the agencies at Aspinwall and Panama, consequent upon the entrance into the Union, from July 1, 1881, of the United States of Colombia, the postal business of said agencies being now restricted to the receipt, custody, transfer, distribution (when necessary), and forwarding of mails in transit from and to the United States via the Isthmus of Panama.

The payments made by this department in previous years, on account of the Atlantic sea conveyance of the Australian closed mails from New York to Great Britain, were discontinued from July 1, 1881, the British post-office having agreed to pay directly to the conveying steamship lines the sums becoming due for the conveyance of such mails. Under this arrangement the appropriation made by Congress for ocean transportation of mails during the year 1882 was relieved from the payment of 70,360 francs 31 centimes=\$13,579.44.

The aggregate amount of the quarterly balances paid to this department on settlement of postage accounts with other Postal Union administrations was \$104,201.20, and the aggregate amount of the quarterly balances paid by this department to other Postal Union administrations was \$43,605.22.

The sums credited to this department by Postal Union administrations on account of the United States territorial and sea-transit of foreign mails, amounted to 657,728 francs 12 centimes=\$126,941.53, and the sums credited by this department to Union administrations on account of the foreign territorial and sea transit of United States mails, amounted to 423,392 francs 52 centimes=\$81,714.76.

The amounts estimated as necessary for appropriation for foreign mail service for the fiscal year 1883-1884, are as follows :

For transportation of mails .....	\$350,000
For balances due foreign countries, including the United States' portion of the expenses of the International Bureau of the Postal Union, and the subscription of the department for 25 copies of the monthly journal of the Union—"L'Union Postale" .....	60,000
Total .....	\$410,000

#### ADMISSIONS TO THE UNIVERSAL POSTAL UNION.

The additions to the Universal Postal Union during the year have been as follows :

The Republic of Nicaragua, admitted from May 1, 1882.

The Republic of Costa Rica, admitted from January 1, 1883.

The Postal Union now embraces all countries and colonies of the civilized world known to have organized postal establishments, except Bolivia in South America, and the British Australasian colonies. For full list of Postal Union countries and colonies, with dates of admission, see statement marked B, appended.

#### MODIFICATIONS OF POSTAL UNION ARRANGEMENTS AND DETAILS.

The following changes in the Regulations of Detail and Order under the Convention of Paris, have been adopted by votes of the Postal Union administrations, viz :

Paragraph 10 of Article XXXII has been amended so as to read : The post-offices which the Japanese administration has established at Shanghai (China), at Fusampo and Genzanshin (Corea).

Paragraph 4 of Article VI has been modified as follows, to take effect January 1, 1883 :

Registered articles must bear a label or impression of a stamp showing, in a distinct manner, the capital letter R in Roman text, it being left optional with each office to add to the letter R the special mark (indication of office of origin or country of origin, number of order, &c.) which it shall deem proper.

Consequent upon the adoption of this modification, and because of the uniform character of the stamp or label indicating registration thereby provided for use by all the postal administrations of the Union, Article XXIX of the Regulations has been also modified, to take effect on the same date, by suppressing the second subparagraph of paragraph 2, and numbering the third, fourth, and fifth subparagraphs thereof 2, 3, and 4, respectively.

Article XIV of the Regulations has been modified to read as follows :

1. Articles of correspondence addressed under initials are not admitted to registration.
2. No special condition of form or of fastening is required for registered articles. Each office has the right to apply to this correspondence the regulations established in its interior service.



Special arrangements have been concluded with Belgium and Switzerland, respectively, extending the limits of weight and dimensions, prescribed by Article V of the Convention of Paris for packets of samples of merchandise so as to admit such packets to circulation in the mails exchanged with each of those countries, respectively, when not exceeding the weight of 350 grams (12 ounces) and the dimensions of 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in width, and 10 centimeters (4 inches) in depth. Copies of these special arrangements are appended.

With respect to the arrangement with Belgium it has been mutually agreed that it shall be so interpreted as to authorize its termination at any time on a notice by either government of one year.

Negotiations are pending between this department and the postal administration of Japan for an arrangement granting the reciprocal conveyance between the two countries, free of postage, of official correspondence in closed mails between each government and its legations and consulates near the other.

Detailed information on the following subjects relating to Postal Union exchanges will be found in statements hereto appended, marked C, D, E, and F, respectively:

1. Table of equivalents according to which postage rates are levied in those countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and for return receipts.

2. A recapitulation of the regulations which determine, in the different countries of the Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*."

3. A recapitulation of the regulations within the Union respecting applications for the return of letters to the senders before their delivery to the addressees.

4. A statement of the surtaxes charged in certain Postal Union countries on correspondence addressed to the United States.

#### MODIFICATIONS OF POSTAL REGULATIONS AND DETAILS RESPECTING MAIL EXCHANGES WITH THE DOMINION OF CANADA, AND WITH COUNTRIES AND COLONIES NOT EMBRACED IN THE UNIVERSAL POSTAL UNION.

The second article of the postal arrangement between the United States and Canada of <sup>April 28,</sup><sub>May 3,</sub> 1881, has been replaced by a modified article designed to more effectually prevent the mailing in Canada of United States publications to addressees in this country with the object of evading the postage rates or regulations applicable to such matter in the United States. A copy of this article is appended.

The reduced sea-transit rates of 9 cents per ounce for letter mails and 4 cents per pound for printed-matter mails, accepted by this department from January 1, 1881, for the closed mails from the colonies of New South Wales, New Zealand, Victoria, and Queensland, respectively, for Mexico, the Central American States, and Panama, when transported entirely by sea from San Francisco, have been applied also to the closed mails for said colonies forwarded in the opposite direction from the British packet agency at Panama to San Francisco.

For the purpose of securing proper examination and treatment by United States customs officers, before transmission to the addressees, of books received by mail from Canada, an arrangement has been made with the Canada office to forward all book packets of Canadian origin

separately from other mail matter, in sacks addressed to certain designated United States exchange post-offices on or near the frontier line of Canada.

## FOREIGN MAIL STATISTICS.

*Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1882, based upon the count of such matter exchanged during seven days in October, 1881, and seven days in April, 1882, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.....	25, 468, 464	23, 525, 368	48, 993, 832	1, 943, 096		51. 98	48. 02
Number of unpaid and insufficiently paid letters.....	638, 497	1, 235, 909	1, 874, 406		597, 412	34. 06	65. 94
Number of free of postage letters ..	119, 908	61, 694	181, 602	58, 214		66. 03	33. 97
Total number of letters.....	26, 226, 869	24, 822, 971	51, 049, 840	1, 403, 898		51. 38	48. 62
Total number of single rates .....	29, 675, 709	27, 277, 833	56, 953, 542	2, 397, 876		52. 11	47. 89
Number of postal cards .....	1, 428, 208	918, 179	2, 346, 387	510, 029		60. 87	39. 13
Number of packets of newspapers, other printed matter, and business papers .....	22, 919, 589	19, 596, 814	42, 516, 403	3, 322, 775		53. 91	46. 09
Number of packets of samples of merchandise .....	843, 682	238, 880	1, 082, 562	604, 802		77. 93	22. 07
Number of registered articles .....	457, 000	468, 354	925, 354		11, 354	40. 39	50. 61
Number of demands for return receipts .....	9, 789	17, 054	26, 843		7, 265	36. 47	63. 53
Prepaid postages on letters .....	\$1, 385, 618 15						
Prepaid postages on printed matter, &c .....	\$424, 732 33						
Unpaid postages on letters, printed matter, &c .....	\$23, 292 25	\$117, 699 54	\$140, 991 79		\$94, 407 29	16. 52	83. 48

From the above table it appears—

1. That 97.11 per cent of the letters sent to foreign countries were fully prepaid; that 2.43 per cent. were either unpaid or insufficiently prepaid, and that 0.43 per cent. were free of postage.

2. That 94 $\frac{3}{4}$  per cent. of the letters received in the United States from foreign countries were fully prepaid; that 5 per cent. were either unpaid or insufficiently prepaid, and that one-fourth of one per cent. were free of postage.

3. That of the total number of postal articles *sent*, 51 per cent. were letters; 2.78 per cent. were postal cards; 44.57 per cent. were newspapers, other printed matter, and business papers, and 1.65 per cent. were samples of merchandise.

4. That of the total number of postal articles *received*, 54.46 per cent. were letters; 2.01 per cent. were postal cards; 43 per cent. were newspapers, other prints, and business papers, and 0.53 per cent. were samples of merchandise.

5. The estimated amount of postages collected in the United States on the unpaid mail-matter received from other countries exceeded the estimated amount of unpaid postages on the mail-matter sent to other countries in the sum of \$94,407.29.

6. The estimated total postages collected in the United States (not including registration fees on registered articles) on the mails exchanged with foreign countries, amounted to \$1,956,614.18.

The general statistics of the postal services in the countries of the Universal Postal Union for the year 1880 (the latest collated and pub-

lished by the International Bureau), furnish interesting information respecting the interior postal services of each country, as well as of the international postal relations between the countries of the Union.

It appears by these statistics that the relative rank of the principal Union countries, in respect to the following particulars, was as follows:

1st. *In number of post-offices* the United States ranks first, with 42,989 offices; then Great Britain, with 14,549; Germany, with 9,460; France, 5,942; Japan, 4,665; Russia, 4,458; British India, 4,409; Austria, 4,025; Italy, 3,328; Switzerland, 2,852; Spain, 2,642; Hungary, 2,301; Sweden, 1,785; the Netherlands, 1,316; Norway, 924; Mexico, 897; Belgium, 792; Portugal, 755; Denmark, 560.

2d. *In respect of the relative proportion between the number of post-offices and that of population*, the principal countries of the Union rank as follows: Switzerland has an average of 993 inhabitants to each post-office; the United States, 1,167 to each office; Norway, 2,078; Great Britain, 2,372; Sweden, 2,565; the Netherlands, 3,085; Luxemburg, 3,175; Denmark, 3,537; Germany, 4,778; Austria, 5,498; France, 6,211; Portugal, 6,285; Spain, 6,333; the Argentine Republic, 6,400; Belgium, 6,991; Hungary, 7,258; Japan, 7,701; Italy, 8,545.

3d. *In number of letter-boxes for reception of correspondence*, the principal countries rank as follows: France, 57,960 letter-boxes; Germany, 57,782; Great Britain, 27,782; the United States, 18,460; Italy, 11,550; Spain, 9,406; Austria, 8,013; Russia, 7,957; Japan, 6,935; British India, 6,392; Belgium, 5,456; Switzerland, 5,270; Denmark, 3,382; Hungary, 3,263; the Netherlands, 3,047; Sweden, 2,700; Portugal, 1,303.

4th. *In number of letters conveyed in the mails*, the principal countries rank as follows: Great Britain, 1,176,423,600 letters; the United States, 847,830,029; Germany, 522,689,800; France, 488,462,763; Austria, 174,999,000; Italy, 151,471,018; British India, 118,072,439; Russia, 92,451,476; Spain, 66,525,891; Hungary, 64,647,572; Belgium, 61,209,200; the Netherlands, 48,070,539; Switzerland, 45,739,594; Japan, 36,898,795; Sweden, 27,130,454; Denmark, 22,011,999; Portugal, 14,124,919.

5th. *In number of postal cards conveyed in the mails*, the principal countries rank as follows: The United States, 275,324,224 postal cards; Germany, 135,135,100; Great Britain, 122,884,000; Austria, 36,026,000; France, 27,540,065; Japan, 19,884,451; Italy, 19,714,710; Belgium, 14,720,342; the Netherlands, 13,775,947; Hungary, 12,965,458; British India, 7,471,984; Switzerland, 6,649,297; Russia, 4,682,544; Sweden, 1,250,081; Roumania, 685,802; Portugal, 252,751; Norway, 209,014; Denmark, 173,128; Spain, 161,986; Luxemburg, 155,883.

6th. *In respect to the number of letters and postal cards per each inhabitant*, the principal countries rank as follows: Great Britain, 37.6 to each inhabitant; the United States, 22.8; Switzerland, 22.4; the Netherlands, 17.1; Belgium, 16.2; Germany, 15.6; France, 14.9; Denmark, 12.6; Luxemburg, 11.7; Austria, 11.1; Sweden, 6.9; Italy, 6.6; Norway, 5.7; Spain, 4.1; Portugal, 3.3; Greece, 1.7; Japan, 1.6; Roumania, 1.2; Russia, 1.1.

7th. *In number of newspapers conveyed in domestic mails*, the principal countries rank as follows: The United States, 730,269,063 newspapers; Germany, 420,944,000; France, 285,691,654; Great Britain, 133,796,100; Russia, 83,233,945; Italy, 81,060,778; Austria, 75,282,900; Belgium, 64,680,000; Switzerland, 49,967,736; the Netherlands, 33,682,452; Hungary, 27,722,577; Denmark, 25,007,457; Sweden, 21,087,036; Japan, 17,596,758; British India, 11,251,021; Norway, 10,402,002; Argentine Republic, 7,500,000; Greece, 1,688,841.

8th. *In number of newspapers dispatched in international mails*, the

principal countries rank as follows: The United States, 18,378,837 newspapers; Great Britain, 16,697,753; France, 15,894,252; Germany, 8,760,000; Italy, 5,030,860; Belgium, 4,001,000; Spain, 3,117,521; the Netherlands, 1,251,605; Russia, 1,235,686; Argentine Republic, 795,000; Sweden, 714,717; Greece, 502,047; Norway, 201,428.

9th. In respect to *the length of interior mail-routes of all kinds, on land and water, used for conveyance of the mails*, the United States occupies the first rank, with a total length of 550,221 kilometers (341,891 miles); France next, with 227,591 kilometers (141,418 miles); Russia next, with 171,268 kilometers (106,421 miles); and Germany next, with 101,609 kilometers (63,137 miles).

No reports on this head were furnished for Great Britain.

10th. In respect to *the number of miles of railway transportation of mails*, the United States ranks first, with 154,399,941 kilometers (95,939,491 miles); Germany next, with 102,799,339 kilometers (63,876,418 miles); then France, with 66,150,755 kilometers (41,104,095 miles); Austria, 29,167,664 kilometers (18,123,711 miles); Russia, 23,203,638 kilometers (14,418,045 miles); Hungary, 12,504,957 kilometers (7,770,205 miles); Spain, 5,942,754 kilometers (3,692,649 miles); Sweden, 5,656,897 kilometers (3,516,026 miles); Switzerland, 4,772,740 kilometers (2,965,637 miles).

No statements on this head were furnished for Great Britain.

11th. In respect to *the distance of transportation of mails effected by modes of conveyance other than by railroads*, the United States ranks first, with 121,713,592 kilometers (75,599,174 miles); Germany next, with 62,745,103 kilometers (38,989,925 miles); then France, 48,869,120 kilometers (30,365,805 miles); Russia, 33,415,955 kilometers (20,763,673 miles); Austria, 31,743,825 kilometers (19,724,661 miles).

No statements on this head were furnished for Great Britain.

12th. In respect to *the gross postal revenues*, the principal countries rank as follows: Germany, 190,229,319 francs; the United States, 176,453,627; Great Britain, 168,335,675; France, 112,687,572; Russia, 56,694,540; Austria, 41,519,703; Italy, 28,189,618; British India, 22,324,407; Spain, 18,723,485; Switzerland, 17,589,901; Hungary, 15,890,022; Belgium, 11,599,607; The Netherlands, 8,828,838; Sweden, 7,133,273; Japan, 6,439,847; Denmark, 5,550,803 francs.

13th. The postal service of the following countries in 1880 yielded *net revenues*, in francs, as follows: Great Britain, 64,944,200 francs; France, 32,303,646; Germany, 22,017,689; Spain, 10,751,753; Austria, 4,582,700; Belgium, 3,836,839; Italy, 3,831,683; Hungary, 2,766,615; The Netherlands, 2,180,341; Switzerland, 2,011,864; British India, 994,485; Sweden, 929,811 francs.

The annual deficit in the United States for the same year was 16,536,575 francs, and in Russia 4,520,176 francs.

The order of this department discontinuing the annual count of domestic correspondence has, it is regretted, rendered incomplete the statistics furnished the International Bureau for the fiscal year ended June 30, 1881, and will prevent any comparison for that year between our domestic correspondence and that of other countries of the Universal Postal Union.

#### SUBJECTS REQUIRING LEGISLATION.

Article 6 of the Universal Postal Union Convention concluded at Paris, June 1, 1878, provides for the payment, in case of the loss of a registered article, and except in case of *force majeure*, of an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the

administration upon whose territory or in whose maritime service the loss has occurred; but permits, as a temporary measure, the administrations of the countries beyond Europe whose legislation was at that time opposed to the principle of responsibility to postpone its application until they shall have obtained from the legislative power authority to subscribe to it. To enable this department to carry into effect this provision of the Paris Convention, your predecessors have recommended in each annual report since the conclusion of the Paris Convention, that the necessary authority therefor be given by law. Bills have been introduced in Congress for that object which have passed the Senate, but have not been acted upon by the House of Representatives. I respectfully suggest that the attention of Congress be again called by this department to the importance of enacting the necessary legislation on this subject.

The countries and colonies of the Universal Postal Union outside of Europe which, up to the latest advices, have agreed to the principle of responsibility in case of loss on their territory, or in their maritime service, of a registered article, are as follows:

Egypt,	Bermudas,	Saint Christopher,
British India,	Ceylon,	Saint Lucia,
Persia,	Gold Coast,	Seychelles,
The Danish Colonies,	Dominica,	Sierra Leone,
The Spanish Colonies,	Gambia,	Straits Settlements,
The French Colonies,	Grenada,	Newfoundland,
The Netherlands Colonies,	British Guiana,	Tobago,
The Portuguese Colonies,	British Honduras,	Trinidad,
The United States of Colombia,	Hong-Kong,	Turk's Islands,
The Republic of Hayti,	Jamaica,	Virgin Isles,
Antigua,	Labuan,	Saint Vincent,
Bahamas,	Lagos,	Cyprus,
	Mauritius,	Barbadoes,
	Montserrat,	Chili,
	Nevis,	Hawaii.

This department, as also the postal administrations of Peru, the United States of Venezuela, and the Republic of Liberia, have advised the International Bureau of the Postal Union that they have submitted to their national legislatures projects of laws authorizing them to subscribe to the principle of responsibility in the matter of registered articles exchanged with other postal-union countries.

I also respectfully suggest that the recommendations of your predecessors for such a modification of the provisions of section 17 of the act of March 3, 1879, as will authorize the adoption, by the Secretary of the Treasury and the Postmaster-General, of regulations extending to all dutiable articles of mail-matter received by mail from foreign countries the same facilities of transmission by mail to destination and delivery to the addressees, subject to payment of customs duty, as are now extended to dutiable books received from countries of the Universal Postal Union.

#### SPECIAL POSTAL-UNION INTERNATIONAL EXCHANGES.

A project of an arrangement relative to an international exchange of small parcels not exceeding 3 kilograms in weight, which was submitted by the delegates of Germany to the Paris Convention of 1878, resulted



in the assemblage at Paris, in October, 1880, of a Postal Conference, which, on the 3d day of November following, concluded a convention to go into operation October 1, 1881, for an exchange of such parcels between Germany, Austro-Hungary, Belgium, Bulgaria, Denmark, Egypt, Spain, France, Great Britain and Ireland, British India, Italy, Luxemburg, Montenegro, The Netherlands, Persia, Portugal, Roumania, Servia, Sweden, Norway, Switzerland, and Turkey.

The postal-union countries which have taken advantage, to date, of the permission given in Article 14 of the Paris Convention to make mutual arrangements for the exchange of postal cards with paid reply are as follows: Argentine Republic, Austro-Hungary, Belgium, Brazil, Colombia [United States of], Cuba, France, Germany, Greece, Honduras [Republic of], Italy, Luxemburg, Netherlands, Netherlands Colonies in the East Indies, Norway, Paraguay, Persia, Porto Rico, Portugal, Portuguese Colonies, Roumania, San Salvador, Servia, Spain, Spanish Colonies, Sweden, Switzerland, Turkey, and Uruguay.

#### MISCELLANEOUS.

Postal intercourse between the United States and foreign countries has been maintained during the year with accustomed regularity, and without interruption, save in the following instances:

The prevalence of yellow fever during summer months, and the quarantine regulations resulting therefrom at New Orleans, La.; Galveston, Tex.; Key West, Fla., and several towns on the Rio Grande, compelled the temporary use of less direct routes for the transmission of exchanges between the United States and Mexico and Havana, Cuba, respectively, involving delay to the mails to some extent.

The occupation by Chilean forces of Peruvian territory, resulting in the suppression of the postal establishments of Peru, and the establishment in their stead of Chilean post-offices, under the charge and direction of the military forces of Chili, whilst giving rise to anomalous complications, has, at the same time, occasioned delays to the mails from the United States for Peru, and complaints of alleged loss of correspondence.

In connection with the above, it should be stated that direct postal intercourse with Brazil, and other countries on the east coast of South America, and with a considerable portion of the West India Islands, is entirely dependent upon the maritime commercial carrying trade with those countries and islands, the varying necessities of which render the mail service irregular and uncertain, and not infrequently prevent sufficient notice to the public of the dispatches occurring.

Very respectfully,

JOSEPH H. BLACKFAN,  
*Superintendent.*

## STATISTICS OF FOREIGN MAILS.

*A.—Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1882.*

### TRANSATLANTIC.

By Cunard line, 50 trips from New York .....	\$33,373 24	
By Cunard line, 46 trips from Boston .....	840 90	
		\$34,214 14
By Hamburg line, 51 trips from New York .....		24,809 02
By Liverpool and Great Western line, 49 trips from New York ..		58,210 48
By North German Lloyd line, 68 trips from New York .....	37,767 51	
By North German Lloyd line, 36 trips from Baltimore .....	28 69	
		37,796 20
By White Star line, 53 trips from New York .....		39,097 06
By Inman line, 50 trips from New York .....		28,043 53
By Anchor line, 50 trips from New York .....		5,023 25
By Canadian line, 50 trips .....		408 77
By American line, 38 trips from Philadelphia .....		3,233 16
		<u>\$230,835 61</u>

### TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies, via Hong-Kong:		
By Pacific Mail line .....	\$981 30	
By Occidental and Oriental line .....	2,205 83	
By vessels of other lines .....	48 01	
		\$3,235 14
To Shanghai, China:		
By Pacific Mail line .....	482 60	
By Occidental and Oriental line .....	908 38	
		1,390 98
To Australia, New Zealand, Fiji Islands, &c.:		
By Pacific Mail line .....	11,301 34	
By vessels of other lines .....	609 92	
		11,911 26
		<u>\$16,537 38</u>

### MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails .....	\$6,547 92	
Inward mails .....	1,731 73	
		\$8,279 64
To Mexico .....		5,214 78
To Cuba and Porto Rico .....		7,128 62
To and from other West India Islands:		
Outward mails .....	3,715 63	
Inward mails .....	56 02	
		3,771 65
To Brazil, Argentine Republic, Paraguay, and Uruguay .....		4,100 58
To Venezuela and Curaçoa .....		832 03
To Canada .....		792 42
To Newfoundland .....		21 54
		<u>\$30,141 26</u>
Total .....		<u>\$277,514 25</u>

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

**B.**—*Table showing the countries and colonies which, since June 30, 1876, have been added to the original Postal Union formed by the treaty concluded at Berne, October 9, 1874, and the dates upon which the said countries and colonies adhered to the Union.*

British India.....	July	1, 1876.
French colonies (except Bassam and Assinie).....	July	1, 1876.
Bermuda, islands of.....	April	1, 1877.
Ceylon.....	April	1, 1877.
Guiana, British.....	April	1, 1877.
Hong-Kong.....	April	1, 1877.
Jamaica.....	April	1, 1877.
Labuan.....	April	1, 1877.
Mauritius and dependencies.....	April	1, 1877.
Straits Settlements.....	April	1, 1877.
Trinidad.....	April	1, 1877.
Tunis, Italian post-office at.....	April	1, 1877.
Netherlands colonies in Asia, Oceanica, and America.....	May	1, 1877.
Spanish colonies in Africa, Asia, Oceanica, and America.....	May	1, 1877.
Tunis, French post-office at.....	May	1, 1877.
Tangier, French post-office at.....	May	1, 1877.
Japan.....	June	1, 1877.
Portuguese colonies.....	June	1, 1877.
Brazil.....	July	1, 1877.
Hong-Kong post-offices at Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China).....	Aug.	18, 1877.
Danish colonies of St. Thomas, St. Croix, and St. Jean.....	Sept.	1, 1877.
Greenland.....	Sept.	1, 1877.
Persia.....	Sept.	1, 1877.
Shanghai, French post-office at.....	Oct.	1, 1877.
Cambodia, French post-office at.....	Jan.	1, 1878.
Tonquin, French post-office at.....	Jan.	1, 1878.
Argentine Republic.....	Jan.	1, 1878.
Hong-Kong post-offices at Hai-Phung and Hainoi (Tonquin).....	April	23, 1878.
Canada.....	Aug.	1, 1878.
Soodan.....	Aug.	14, 1878.
Cyprus, island of.....	Dec.	20, 1878.
British colonies on the west coast of Africa.....	Jan.	1, 1879.
Falkland Islands.....	Jan.	1, 1879.
Honduras, British.....	Jan.	1, 1879.
Newfoundland.....	Jan.	1, 1879.
Andorra, Republic of.....	April	1, 1879.
Ionian Isles.....	April	1, 1879.
Liberia.....	April	1, 1879.
Lichtenstein, Principality of.....	April	1, 1879.
Mexico.....	April	1, 1879.
Monaco, Principality of.....	April	1, 1879.
Nubia.....	April	1, 1879.
Peru.....	April	1, 1879.
San Marino, Republic of.....	April	1, 1879.
San Salvador, Republic of.....	April	1, 1879.
Tripoli, Italian post-office at.....	April	1, 1879.
Bulgaria.....	July	1, 1879.
Leeward Islands (British).....	July	1, 1879.
Honduras, Republic of.....	Oct.	1, 1879.
Venezuela.....	Jan.	1, 1880.
Bahama Islands.....	July	1, 1880.
Ecuador.....	July	1, 1880.
French colonies of Grand Bassam and Assinie (dependencies of Gaboon).....	July	1, 1880.
Uruguay.....	July	1, 1880.
Dominica, Republic of.....	Oct.	1, 1880.
Grenada.....	Feb.	1, 1881.
St. Lucia.....	Feb.	1, 1881.
Tobago.....	Feb.	1, 1881.
Turk's Islands.....	Feb.	1, 1881.
Chili, Republic of.....	April	1, 1881.
Hayti, Republic of.....	July	1, 1881.
Paraguay, Republic of.....	July	1, 1881.
Colombia, United States of.....	July	1, 1881.
Guatemala, Republic of.....	Aug.	1, 1881.
Barbadoes.....	Sept.	1, 1881.



St. Vincent .....	Sept. 1, 1881
Hawaiian Islands .....	Jan. 1, 1882
Nicaragua, Republic of .....	May 1, 1882
Costa Rica, Republic of .....	Jan. 1, 1883

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

C.—Table showing the equivalents, so far reported, according to which, in pursuance of Article 7 of the Paris Convention, postage rates are levied in countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and return receipts.

Countries.	25 centimes.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Antigua .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Argentine Republic .....	8 centavos .....	4 centavos .....	2 centavos .....	16 centavos .....	8 centavos.
Austria-Hungary .....	10 kreuzer .....	5 kreuzer .....	3 kreuzer .....	10 kreuzer .....	10 kreuzer.
Barbadoes .....	2½ pence .....	1 penny .....	½ penny .....	4 pence .....	2½ pence.
Belgium .....	.....	.....	.....	25 centimes .....	25 centimes.
Bermudas .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Brazil .....	100 reis .....	50 reis .....	25 reis .....	200 reis .....	100 reis.
Bulgaria .....	.....	.....	.....	25 centimes .....	25 centimes.
Canada .....	5 cents .....	2 cents .....	1 cent .....	5 cents .....	5 cents.
Ceylon .....	100 rupee .....	100 rupee .....	100 rupee .....	100 rupee .....	100 rupee.
Chili .....	5 centavos .....	2 centavos .....	1 centavo .....	10 centavos .....	5 centavos.
Colombia, United States of .....	5 centavos .....	2 centavos .....	1 centavo .....	10 centavos .....	5 centavos.
Cuba and Porto Rico .....	5 centimos de peso.	2 centimos de peso.	1 centimo de peso.	.....	.....
Cyprus .....	2 piastres (English) or 80 paras.	1 piastre (English) or 40 paras.	½ piastre (English) or 20 paras.	.....	.....
Denmark .....	20 öre .....	10 öre .....	5 öre .....	16 öre .....	8 öre.
Dominica, Republic of .....	.....	.....	.....	10 centavos .....	5 centavos.
Dominica .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Egypt .....	1 piastre .....	20 paras .....	10 paras .....	1 piastre .....	1 piastre.
Falkland Islands .....	2½ pence .....	1 penny .....	½ penny .....	4 pence .....	2½ pence.
France and Colonies .....	.....	.....	.....	25 centimes .....	10 centimes.
Gambia .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	1 penny.
Germany .....	20 pfennig .....	10 pfennig .....	5 pfennig .....	20 pfennig .....	20 pfennig.
Gold Coast .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Great Britain .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Greece .....	30 lepta .....	15 lepta .....	5 lepta .....	20 lepta .....	20 lepta.
Greenland .....	20 öre .....	10 öre .....	5 öre .....	16 öre .....	8 öre.
Grenada .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Guatemala .....	5 centavos .....	2 centavos .....	1 centavo .....	10 centavos .....	5 centavos.
Guiana, British .....	5 cents .....	2 cents .....	1 cent .....	.....	.....
Guiana, Dutch .....	12½ cents .....	5 cents .....	2½ cents .....	10 cents .....	10 cents.
Hayti .....	5 centièmes de gourde.	2 centièmes de gourde.	1 centièmes de gourde.	10 centièmes de gourde.	5 centièmes de gourde.
Hawaiian Islands .....	5 cents .....	2 cents .....	1 cent .....	10 cents .....	5 cents.
Honduras .....	.....	.....	.....	10 centavos .....	5 centavos.
Honduras, British .....	2½ pence .....	1 penny .....	½ penny .....	4 pence .....	2½ pence.
Hong-Kong .....	5 cents .....	2 cents .....	1 cent .....	10 cents .....	5 cents.
India, British .....	2 annas .....	½ anna .....	¼ anna .....	2 annas .....	2 annas.
Italy .....	.....	.....	.....	25 centimes .....	25 centimes.
Jamaica .....	2½ pence .....	1 penny .....	½ penny .....	4 pence .....	2 pence.
Japan .....	5 sen .....	2 sen .....	1 sen .....	10 sen .....	5 sen.
Labuan .....	5 cents .....	2 cents .....	1 cent .....	8 cents .....	5 cents.
Lagos .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Luxemburg .....	.....	.....	.....	20 centimes .....	20 centimes.
Mauritius .....	100 rupee .....	100 rupee .....	100 rupee .....	100 rupee .....	100 rupee.
Mexico .....	5 centavos .....	2 centavos .....	1 centavo .....	10 centavos .....	5 centavos.
Montenegro .....	10 soldi .....	5 soldi .....	3 soldi .....	10 soldi novčić.	10 soldi novčić.
Montserrat .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Netherlands .....	12½ cents .....	5 cents .....	2½ cents .....	10 cents .....	10 cents.
Netherland Indies .....	12½ cents .....	5 cents .....	2½ cents .....	10 cents .....	10 cents.
Nevis .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Newfoundland .....	5 cents .....	2 cents .....	1 cent .....	5 cents .....	5 cents.
Nicaragua .....	5 centavos .....	2 centavos .....	1 centavo .....	10 centavos .....	5 centavos.
Norway .....	20 öre .....	10 öre .....	5 öre .....	20 öre .....	20 öre.
Paraguay .....	5 centavos de peso (peso fuerte).	2 centavos de peso (peso fuerte).	1 centavo de peso (peso fuerte).	10 centavos .....	5 centavos.
Persia .....	5 shahis .....	2 shahis .....	1 shahi .....	10 shahis .....	5 shahis.
Peru .....	5 centavos .....	2 centavos .....	1 centavo .....	10 centavos .....	5 centavos.
Philippine Islands .....	5 centimos de peso.	2 centimos de peso.	1 centimo de peso.	.....	.....
Portugal .....	50 reis .....	20 reis .....	10 reis .....	50 reis .....	50 reis.

Table showing the equivalent postage rates of the Universal Postal Union, &c.—Continued.

Countries.	25 centimes.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Portuguese Colonies .....	50 reis .....	20 reis .....	10 reis .....	100 reis.....	40 reis.
Roumania .....	.....	.....	.....	25 centimes ..	25 centimes.
Russia .....	7 kopecks .....	3 kopecks.....	2 kopecks.....	7 kopecks.....	7 kopecks.
San Salvador.....	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.	10 centavos ..	5 centavos.
Servia * .....	25 paras.....	10 paras.....	5 paras.....	20 paras.....	20 paras.
Sierra Leone .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Spain .....	.....	.....	.....	25 centimes ..	10 centimes.
St. Christopher .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
St. Lucia.....	2½ pence .....	1 penny .....	½ penny .....	5 pence .....	2½ pence.
St. Vincent .....	2½ pence .....	1 penny .....	½ penny .....	.....	.....
Straits Settlements .....	5 cents .....	2 cents .....	1 cent .....	8 cents .....	5 cents.
Sweden .....	20 öre .....	10 öre .....	5 öre .....	18 öre .....	12 öre.
Switzerland .....	.....	.....	.....	25 centimes ..	20 centimes.
Tobago .....	2½ pence .....	1 penny .....	½ penny .....	4 pence .....	2½ pence.
Trinidad .....	2½ pence .....	1 penny .....	½ penny .....	2 pence .....	2½ pence.
Turkey .....	40 paras.....	16 paras.....	8 paras.....	40 paras.....	40 paras.
Turk's Islands .....	2½ pence .....	1 penny .....	½ penny .....	4 pence .....	2½ pence.
United States.....	5 cents .....	2 cents .....	1 cent .....	10 cents .....	No charge.
Uruguay .....	.....	.....	.....	10 centavos ..	5 centavos.
West Indies, Danish.....	20 öre .....	10 öre .....	5 öre .....	7 cents.....	3 cents.
West Indies, Netherland.....	12½ cents.....	5 cents .....	2½ cents.....	10 cents.....	10 cents.

\* 1 dinar of 100 paras = 1 franc.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

D.—POSTE RESTANTE LETTERS.

The following are the regulations which determine, in the different countries of the Universal Postal Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed “*poste restante*”:

Great Britain and Germany .....	{ 1 month for correspondence of domestic origin, and 2 months for correspondence of foreign origin.
Curaçoa, West Indies .....	
Cyprus, Dominica, and Island of Montserrat.	{ 1 month.
Ceylon .....	{ 1 month; but if addressed to persons aboard of vessels <i>expected to arrive</i> it is kept 3 months.
Liberia .....	{ 1 month for correspondence originating in establishments and islands on the West Coast of Africa, and 3 months for any other correspondence.
Antigua, Anstria, Bermuda, British Honduras, Dutch Guiana, Egypt, France, Grenada, Hungary, Italy, Japan, Island of Nevis, Paraguay, Peru, Roumania, Salvador, Servia, Spain, St. Christopher, St. Lucia, Trinidad, Turk's Islands, Virgin Islands.	{ 2 months.
Canada .....	{ 2 months in country post-offices and 1 month in city post-offices, after which it is sent to the dead letter office.
Netherlands .....	
Denmark .....	{ 2 months for correspondence originating in Germany, and 3 months for correspondence of all other origin.
British Guiana .....	{ 2 months, as a general rule, and 3 or 4 months in excoptional cases.

San Domingo .....	{ 2 months for domestic correspondence, and 3 months for international correspondence.
Jamaica .....	{ 8 weeks.
Brazil, Danish West Indies, French Colonies, Gambia, Gold Coast, Greece, Lagos, Luxemburg, Newfoundland, Norway, Persia, Seychelles, Switzerland, Tobago, United States of America.	{ 3 months.
Belgium .....	{ Until the 5th of the third month following that in which the correspondence reached the office.
Hong-Kong .....	{ 3 months; but if addressed to persons on board sailing ships, 4 months.
Sweden .....	{ Until the expiration of the quarter following its arrival.
Russia and Bulgaria .....	{ 4 months.
British India .....	{ 4 months when the correspondence is addressed to Calcutta, to Madras, to Bombay, to Aden, to Rangoon, or to Kurra- chee; and for 1 month only when to other destinations.
Hawaii, Mexico, St. Vincent, Straits Settlements.	{ 6 months.
Portugal .....	{ 6 months for domestic correspondence, and 3 months for international correspondence.
Netherland East Indies .....	{ 3 months in the office of destination, and 3 months longer in the central administration.
Chili .....	{ 3 months in the office of destination, and 6 months longer in the dead letter office of the central administration.
Argentine Republic .....	{ 9 months in the office of destination, and 3 months longer in the central administration.
Honduras, Hayti, Mauritius, Singapore, and Uruguay.	{ 1 year.
Guatemala and Venezuela .....	{ 2 years.
Labuan .....	{ Until there is little or no hope that it can be delivered.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

#### E.—RECAPITULATION OF THE REGULATIONS WITHIN THE POSTAL UNION RESPECTING THE STOPPAGE, FOR RETURN TO THE SENDERS, OF LETTERS OF THE INTERNATIONAL SERVICE.

From information communicated to the International Bureau respecting the legislation of the different countries of the Universal Postal Union on the subject of the property of letters in course of transportation, and the authority to stop letters of the international service (ordinary or registered) circulating in their territory before delivery to the addressees, it appears that, in order to return them to the senders, the administrations of the Union which consent to stop upon their territory the letters of the international service, the withdrawing of which may be requested by the administration of the country of origin, are the following:

*Argentine Republic, Austria, Batavia, Belgium, Brazil, British India, Bulgaria, Chili, Curaçoa, Denmark, Danish Colonies, Egypt, France, French Colonies, Germany, Hayti, Honduras, Republic of; Hong-Kong, Hungary, Italy, Luxemburg, Montenegro, Netherlands, Nicaragua, Norway, Paraguay, Persia, Peru, Portugal, Portuguese Colonies, Roumania, Russia, Surinam, Sweden, Switzerland, Trinidad, United States of America, and Uruguay.*

Certain of these administrations, however, have made reservations as follows:

The administrations of *Bulgaria, Egypt, France, French Colonies, Portugal, Sweden,* and the *United States of America* consent to return letters of the international service,

under the reservation that the administrations of the countries of origin which make the request for withdrawal remain responsible for such withdrawal.

The administration of *Bulgaria* will return letters to the senders on their complying with certain forms for identification, and for taking any responsibility off that administration. "If a request for the return of a letter comes from abroad, either by letter from a foreign administration or direct from the sender, the letter the return of which is requested, if not yet delivered, will be sent to the dispatching office, which will be responsible for the consequences of such return."

The *French* office has notified the administrations of the Union "that when they address to it a telegram asking the return of a letter, they assume the responsibility of all the consequences of such a measure, and that the fact alone of sending the telegram implies that responsibility on the part of the office of origin, although it should not be mentioned in the demand."

The administrations of *Luxemburg* and *Norway* do not refuse to return letters of the international service if the request is made by the administration of the country of origin, unless the legislation of that country does not attribute to the sender the ownership of articles in course of transportation.

The administration of *Sweden* requires (1) that requests for return to the senders of letters of the international service destined for Sweden must always be made by the central administration of the country of origin, and must be addressed to the central administration at Stockholm; (2) that in addressing to the Swedish office a request for the return of a letter the administrations of the Union assume the responsibility for all the consequences of such a request, and that the simple fact of making such a request by telegram implies such a responsibility on the part of the office of origin, even if it should not be mentioned in the telegram.

The *Italian* administration consents only to return registered or insured letters.

In order that the *Brazilian*, *German*, and *Portuguese Colonies'* administrations may allow requests for withdrawal, it is indispensable that the requests should specify that the identity of the sender has been established.

The regulations of the *Swiss* administration authorize the return to the sender of an article of international correspondence, unless the addressee has been officially notified of the arrival of such article and has requested its delivery.

The administration of *Hong-Kong* cannot stop a letter circulating over its territory except by special order coming from the governor of the colony or from Her Majesty's consul.

The administrations of *Persia* and the *Virgin Islands* consent only to the return of registered letters.

The administration of *Hayti* will return letters of the international service in case the administration of the country of origin makes the request by telegraph.

The administration of *Montenegro* consents to return letters of the international service, if the sender makes the request by telegram or letter fully establishing his identity.

The administrations of *Uruguay* and *St. Domingo* consent to return letters of the international service if the request is made in the name of the sender, by the administration of the country of origin, which assumes all the consequences which may result from such a return.

The administration of *Chili* consents to return letters of the international service on the following conditions:

(a.) The demand for return must be addressed by the central administration of the country of origin to the General Direction of Posts of Chili.

(b.) The administration of the country of origin assumes the responsibility for all consequences involved in such return.

(c.) The simple fact of sending a telegram requesting such return implies this responsibility, even if no special mention is made of it.

The administration of *Nicaragua* consents to return letters of the international service at the request of the central postal administration of the country of origin if the sender is able to prove his identity by two witnesses in the presence of a postal agent, and is also able to prove the authenticity of his signature.

The regulations of the Post-Office Department of the *United States* require conclusive proof of identity, and that the purpose shall be such as would justify a resort to a reserved power, never to be exercised except in an emergency which admits of no other remedy; and that the application for return be made by the sender, approved by the postal administration of the country of origin, and transmitted by it, such approval being understood in all cases to involve the assumption by such country of origin of any liability for damages that may arise out of such return.

The administrations of the Union which are not authorized to return letters of the international service, to have them placed at the disposition of the senders, are the following: *Antigua*, *Bahamas*, *Barbadoes*, *Bermuda*, *British Guiana*, *British Honduras*, *Canada*, *Colombia*, *U. S. of*; *Cyprus*, *Dominica*, *Falkland Islands*, *Gambia*, *Great Britain*, *Greece*, *Grenada*, *Jamaica*, *Japan*, *Lagos*, *Liberia*, *Mauritius*, *Neris*, *Newfoundland*, *St.*

*Lucia, St. Vincent, San Salvador, Seychelles, Sierra Leone, Spain, Spanish Colonies, Straits Settlements, Tobago, Turkey, Turk's Island, Venezuela.*

The administrations which had not, on the 26th of September, 1881, replied to the inquiry made by the International Bureau on this subject are those of *Ceylon, Gold Coast, Mexico, Montserrat, Servia, and St. Christopher.*

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.

F.—Statement of surtaxes (postage in excess of the general Union rates) charged in countries of the Postal Union on correspondence addressed to the United States, reduced to centimes.

Countries.	Letters, per 15 grams.		Postal cards, each.		Other articles, per 50 grams.	
	Currency of country.	Cms.	Currency of country.	Cms.	Currency of country.	Cms.
Antigua .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Argentine Republic .....	4 centavos ..	10	2 centavos ..	5	2 centavos ..	5
Barbadoes .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Brazil .....	100 reis .....	20	25 reis .....	5	25 reis .....	5
British Honduras* .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
British India .....	1 anna .....	12½	½ anna .....	5	½ anna .....	5
British India, via Brindisi .....	2½ annas .....	30	½ anna .....	5	1 anna† .....	10
Ceylon .....	.06 of rupee ..	15	.02 of rupee ..	5	.02 of rupee ..	5
Ceylon, via Brindisi .....	.08 of rupee ..	20	.04 of rupee ..	10	.04 of rupee ..	10
Chili, via Strait of Magellan .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Chili, via Panama .....	6 centavos ..	30	2 centavos ..	10	2 centavos ..	10
Colombia, United States of .....	5 centavos ..	10	.....	.....	.....	.....
Curaçoa .....	12½ cents .....	25	2½ cents .....	5	2½ cents .....	5
Cyprus .....	1 piastre .....	10	½ piastre .....	5	½ piastre .....	5
Denmark* .....	10 öre .....	10	5 öre .....	5	5 öre .....	5
Danish West Indies .....	5 cents .....	25	1 cent .....	5	1 cent .....	5
Dominica .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Falkland Islands .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Gambia .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Gold Coast .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Greenland .....	20 öre .....	25	10 öre .....	5	5 öre .....	5
Grenada and Grenadilles .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Guatemala .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Hawaii .....	5 cents .....	25	1 cent .....	5	1 cent .....	5
Hayti .....	5 centièmes ..	25	1 centièmè de ..	5	1 centièmè de ..	5
Honduras, Republic of .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Hong-Kong .....	5 cents .....	25	1 cent .....	5	1 cent .....	5
Jamaica .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Labuan, via Brindisi .....	7 cents .....	10	2 cents .....	5	2 cents .....	5
Labuan, via other routes .....	5 cents .....	25	1 cent .....	5	1 cent .....	5
Lagos .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Liberia, other routes than via Brindisi ..	2 cents .....	10	1 cent .....	5	1 cent .....	5
Liberia, via Brindisi .....	4 cents .....	20	2 cents .....	10	2 cents .....	10
Mauritius and Seychelles .....	.07 of rupee ..	15	.02 of rupee ..	5	.02 of rupee ..	5
Montserrat .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Netherland East Indies .....	12½ cents .....	25	2½ cents .....	5	2½ cents .....	5
Netherland Guiana .....	12½ cents ..	25	2½ cents .....	5	2½ cents .....	5
Nevis .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Newfoundland .....	3 cents .....	15	1 cent .....	5	1 cent .....	5
Nicaragua .....	5 centavos ..	25	.....	.....	1 centavo ..	5
Norway .....	5 öre .....	5	.....	.....	.....	.....
Paraguay .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Persia .....	2 shahis .....	10	.....	.....	2 shahis .....	10
Peru, via San Francisco .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Peru, via Panama .....	6 centavos ..	30	2 centavos ..	10	2 centavos ..	10
Portuguese Colonies .....	50 reis .....	25	10 reis .....	5	10 reis .....	5
Salvador, via Panama .....	6 centavos ..	30	1 centavo ..	5	2 centavos ..	10
Salvador, via other routes .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
San Domingo .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Sierra Leone .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
St. Lucia .....	1½ pence ..	15	½ penny .....	5	½ penny .....	5
Straits Settlements .....	3 cents .....	15	1 cent .....	5	1 cent .....	5
Straits Settlements, via Brindisi .....	7 cents .....	35	2 cents .....	10	3 cents .....	15
Tobago .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Trinidad .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Turk's Island .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5
Uruguay .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Venezuela .....	0.25 of a Bolivar ..	25	0.05 of a Bolivar ..	5	0.05 of a Bolivar ..	5
Virgin Isles .....	1½ pence .....	15	½ penny .....	5	½ penny .....	5

\*If liable to the sea-transit rate of 15 francs, and 1 franc, respectively.

†One anna on each newspaper of 4 ounces weight or less.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



## AMENDED ARTICLE

TO REPLACE

ARTICLE 2 OF THE ADDITIONAL ARTICLES OF AGREEMENT OF <sup>APRIL 28,</sup>  
<sup>MAY 3,</sup> 1881,

BETWEEN

THE UNITED STATES OF AMERICA AND THE DOMINION OF CANADA.

In order to effectively protect the postal revenues of the United States from the evasive practices of persons or firms who seek to elude the postal laws and regulations of the United States by posting their publications in Canada, the undersigned, duly authorized by their respective governments, have agreed to replace Article 2 of the Additional Articles of Agreement of <sup>April 28,</sup>  
<sup>May 3,</sup> by the following

### ARTICLE.

When newspapers, periodicals, and other printed matter, published or originating in the United States, or purporting to be published in the United States, or circulated on behalf of a person or firm doing business in the United States, are posted in Canada for destinations in the United States, apparently to evade the postage rates or regulations applicable to such matter in the United States, the Canada Post Office may require prepayment of the same to be made at a rate equivalent to the domestic postage chargeable thereon by the laws of the United States.

The present article takes effect immediately.

In witness whereof the Postmaster General of the United States and the Postmaster General of Canada have hereunto set their hands and affixed their seals at the date set opposite to each respectively.

[SEAL.]

TIMOTHY O. HOWE,

*Postmaster General of the United States.*

WASHINGTON, *February 16th*, 1882.

[SEAL.]

JOHN O'CONNER,

*Postmaster General of Canada.*

OTTAWA, *10th Feb'ry*, 1882.

I hereby approve the foregoing Amended Article, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

CHESTER A. ARTHUR.

By the President:

FREDERICK T. FRELINGHUYSEN,

*Secretary of State.*

WASHINGTON, *February 16th*, 1882.

**A G R E E M E N T**  
**BETWEEN**  
**THE UNITED STATES AND BELGIUM**  
**FOR**  
**INCREASING THE LIMITS OF WEIGHT AND THE DIMEN-**  
**SIONS OF PACKETS OF PATTERNS OF MERCHANDIZE**  
**EXCHANGED THROUGH THE POST BETWEEN THE TWO**  
**COUNTRIES.**

*Signed at Washington, February 7th, 1882.*

The Post-Office Department of the United States and the Postal Administration of Belgium, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union, concluded in Paris on the 1st June, 1878, the undersigned, duly authorized by their respective Governments, have agreed as follows: The limits of weight and the dimensions of packets of patterns of merchandize exchanged through the post between Belgium on the one part, and the United States on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June, 1878, under the express reservation that such limits shall not exceed the following: viz:

In weight, 350 grammes.

In        { 30 centimetres, length.  
dimen-    { 20 centimetres, breadth.  
sions,    { 10 centimetres, depth.

The present Agreement shall take effect on the first day of April, 1882.

In witness whereof they have

L'office Général des Postes des Etats Unis et l'Administration des Postes de la Belgique, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1<sup>er</sup> Juin, 1878, les soussignés, dûment autorisés à cet effet par leurs Gouvernements respectifs sont convenus de ce qui suit: Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste entre la Belgique d'une part, et les Etats Unis d'autre part, peuvent être portés par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1<sup>er</sup> Juin, 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids, 350 grammes.

Pour    { 30 centimètres, en longueur.  
les        { 20 centimètres, en largeur.  
dimen-    { 10 centimètres, en épais-  
sions,    {                    seur.

Le présent arrangement sera exécutoire à partir du premier Avril, 1882.

En foi de quoi ils ont signé le

signed the present Agreement, and  
affixed their respective seals.  
Done in Duplicate at Washington  
the 7th of February, 1882.

présent arrangement, et y ont apposé le cachet de leurs armes. Fait en double expédition à Washington le 7th Février, 1882.

[SEAL.]

**TIMOTHY O. HOWE,**

*Postmaster-General of the United States.*

[SEAL.]

TH<sup>RE</sup> DE BOUNDER DE MELS BROECK,

*Envoyé Extraordinaire et Ministre Plénipotentiaire  
de S. M. le Roi des Belges.*

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.]

**CHESTER A. ARTHUR.**

**By the President :**

**FRED'K T. FRELINGHUYSEN,**

*Secretary of State.*

WASHINGTON, *February 7, 1882.*



**A G R E E M E N T**  
**BETWEEN**  
**THE UNITED STATES AND SWITZERLAND**

FOR

**INCREASING THE LIMITS OF WEIGHT AND THE DIMENSIONS OF PACKETS OF PATTERNS OF MERCHANDIZE EXCHANGED THROUGH THE POST BETWEEN THE TWO COUNTRIES.**

The Post Office Department of the United States and the Postal Administration of Switzerland, desiring to facilitate the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union concluded in Paris on the 1st June 1878, the undersigned, duly authorized by their respective governments,

Have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandize exchanged through the post between Switzerland on the one part, and the United States on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June 1878, under the express reservation that such limits shall not exceed the following:

In weight, 350 grammes.

In dimensions, { 30 centimetres, length.  
20 centimetres, breadth.  
10 centimetres, depth.

The present agreement shall take effect on the first day of October,

L'Office Général des Postes des États Unis et l'Administration des Postes de la Suisse, désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1<sup>er</sup> Juin 1878, les soussignés, dûment autorisés à cet effet par leurs Gouvernements respectifs,

Sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste, entre la Suisse d'une part, et les États Unis d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1<sup>er</sup> Juin, 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids, 350 grammes.

Pour les dimensions, { 30 centimètres, longueur.  
20 centimètres, largeur.  
10 centimètres, en épaisseur.

Le présent arrangement sera exécutoire à partir du premier Octo-

1882, and shall be terminable at any time on a notice by either office of one year.

In witness whereof the undersigned have executed the present agreement.

Done in Duplicate at Berne on the 31st August, 1882, and at Washington on the 19th September, 1882.

[SEAL.] A. D. HAZEN,  
*Acting Postmaster General.*

bre, 1882, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les soussignés ont exécuté le présent arrangement.

Fait en double expédition à Berne le 31 Aôut 1882, et à Washington le 19 Septembre, 1882.

Par autorization supérieure, le  
Directeur Général des Postes  
Suisse,

E. C. HÖHN.

I hereby approve the foregoing Agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.] CHESTER A. ARTHUR.

By the President:

FREDK. T. FRELINGHUYSEN,  
*Secretary of State.*

WASHINGTON, *Sept.* 19, 1882.



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**REPORT**  
**OF THE**  
**TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT**  
**FOR 1882.**

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# REPORT

## OF THE

### TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT

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POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 18, 1882.*

SIR: I have the honor to submit report on the work of the topographer's office during the past year (ending September 30, 1882), with estimate of appropriation required for the fiscal year ending June 30, 1884, for the general expenses of this office.

Previous to the past year this estimate has been made annually for a specific total amount, to include the salaries of the employés of this office, together with the miscellaneous expenses in "the preparation and publication of post-route maps," but, it having been thought better to depart from this special presentation, and to group these employés along with the regular personal force of the department, that plan was adopted last year and is now followed, the miscellaneous expenses of the office being provided for by an item of the contingent expenses of the Post-Office Department.

During this past year the regular duty of "keeping up," with all the successive changes, the exhibit of the mail service of the country on the maps and diagrams used by the officers and clerks in the several bureaus, and the furnishing the geographical data for the different branches of the department, has been accomplished to the full capacity of the force allowed and employed.

For the continuous (daily) use of the officers and corresponding clerks of the contract office, 142 maps or diagrams have been "kept up," showing the changes in the service at least once a month. There are also kept up, under the same conditions, two sets (50 maps) for use in the appointment office, and three sets (69 maps) for the offices of the Postmaster-General, general superintendent of railway mail service, and topographer. In addition to this constant and indispensable assistance for these offices, there have been brought up, at longer intervals than a month, 184 maps for use in the under-named offices: Finance, money-order, post-office inspectors, dead-letter, Assistant Attorney-General for Post-Office Department, and for the office of the Sixth Auditor of the Treasury Department (located in Post-Office Department building).

In procuring data for the original construction and additions to the post-route maps, 324 letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of a special tracing of the immediate surrounding country, made in this office, to facilitate their returning the exact lines of their roads for transference to our maps. With the same view, 4,240 circular queries have been sent to postmasters to get the locations of their post-offices, where inadequately furnished by the data presented to and reported from the appointment office, or to get more precise definition of sites and adjacent topography.

The miscellaneous correspondence, exclusive of the above circulars, consisted of 2,980 letters written by the topographer on matters appro-

priate to his work. The number of letters received, exclusive of these returned circular queries, was 3,119.

Eight thousand two hundred and fifty sheets of post-route maps, colored (with few exceptions), to exhibit the post-offices and the frequency of service on the several post-routes, have been distributed during the year. Of these, a large proportion has been, as in former years, sent to the larger post-offices in the several States and Territories, either for the first time or to replace (by new editions) those hitherto supplied but rendered obsolete by the great additions to and changes in the service. The largest distribution has been to the officers, clerks, and other agents of the railway mail service, the maps (with the latest information carefully transcribed) being furnished on requisitions from the general superintendent and division superintendents for their office use, and for distribution to employes in that special service. But it being impracticable, for various reasons, to furnish every one employed in the railway mail service with a copy of these elaborate (and constantly changing) maps, the attempt has been made during the past year to construct a series of smaller single-sheet diagrams to show the railroad system of a State, with the more important side connections ("star route"). Diagrams of seven States have been thus made and a large number of copies placed at the disposal of the general superintendent of railway mail service; and from the satisfaction expressed from their use it may be advisable to extend this construction for other States. For post-office inspectors, whose duties require much traveling, many copies of the various maps have been specially prepared in portable form, showing, as closely as possible, the existing state of the service.

Thirty-seven per cent. of all the post-route maps distributed in various quarters from this (topographer's) office have been backed with muslin, mounted on rollers, or bound for portable use. A detailed statement of this distribution of maps during the past year is appended (marked A), with a side comparison with the numbers for the two preceding years.

The department has continued to furnish, when available, occasional copies of the post-route maps to the other governmental bureaus; their large scale, clearness of matter without superfluity of detail, rendering them acceptable for reference and for special exhibition and demarcation of district divisions, &c. Maps have been sent during the past year, in compliance with request, to the following:

- Treasury Department, Bureau of Statistics;
- Treasury Department, United States Coast and Geodetic Survey Office;
- War Department, Office of the Secretary;
- War Department, Office of the Chief Engineer, United States Army;
- War Department, Office of the Paymaster-General, United States Army;
- War Department, Signal Office, United States Army;
- Department of the Interior, General Land Office;
- Department of the Interior, Pension Office;
- Department of the Interior, Office of Auditor of Railroad Accounts;
- Department of the Interior, Census Office;
- Department of the Interior, United States Geological Survey Office;
- Department of Agriculture;
- National Board of Health.

It may be deemed proper that I should notice herein that the contribution in maps and books from the Post-Office Department of the United States to the exhibit at the International Congress of Geography, meeting at Venice, Italy, in September of last year, has been recognized by

the award of a "Letter of Distinction"—the highest class of awards conferred.

The calls for certificates of distances required in the settlement of mileage accounts by officers of the public service and in the adjustment of telegraphic rates for government messages, made a duty of the topographer of this department, have been, as usual, promptly answered. For this 192 letters have been answered, covering 412 queries. That number of queries is but small compared with those of some years back, but their reference to this office is necessitated by the absence of any authoritative table of distances. There are great practical difficulties in the compilation of an extended and correct table, still such a publication is a desideratum, the "Distance Tables" of this department, issued in 1873, having been long obsolete. In view of the great labor that would attend such a compilation, suggestions have at various times been made for a joint effort by the governmental departments most interested in this matter.

During the past year the preparation and publication—with successive editions to keep pace with the incessant progress of the postal service—of the series of post-route maps have been continued, under my supervision. New editions have been issued of all the maps hitherto prepared (26 in number, covered by 65 sheets). Successive editions, at short intervals of three or four months, have been and always will be required to show the numerous additions and changes of post-offices, and the course and frequency of service on the several post-routes.

New maps (photolithographed to supersede former provisional copies) have been completed of New Mexico and Arizona, of Utah, of Oregon and Washington, and of the Territories of Montana, Idaho, and Wyoming, and engraved plates have been completed of Virginia and West Virginia. A new map (photolithographed) has been produced of the Mississippi River, showing the river and side-connecting service between Saint Louis and the mouth. There still remain under construction, at such opportunities as the draughtsmen can command, drawings for new maps of Florida, of North Carolina and South Carolina, and of California and Nevada.

It is to be noted that the greater part of the time of the employés of this office is absorbed in making the incessant additions and alterations to the maps *by hand*, particularly for those required for the daily use of the officers and clerks of the department headquarters, who must have the latest information graphically presented, to be used along with their books and papers of record. These requirements necessarily limit the number of copies of the maps available for outside issue.

The *personnel* of this office now consists of—

The topographer.

8 draughtsmen (1 acting as principal assistant, and 1 specially for lithographic work).

2 corresponding clerks.

20 map-colorists and copyists (ladies).

2 map-mounters.

1 messenger.

2 watchmen (day and night, for building occupied for office).

These will be found graded in the general appropriation bill (legislative, executive, and judicial) for the existing fiscal year, but in the estimate for next fiscal year, which I have the honor to present for your consideration, I would respectfully submit that one additional draughtsman (clerk of second class) and one additional messenger (at \$720) be added.

The present force of draughtsmen is not able to keep up with the con-



stant and urgent and ever-increasing calls for the bringing-up of the maps used daily throughout the department headquarters, and I have been obliged to detail Mr. W. B. Todd, hitherto acting so efficiently as corresponding clerk and general aid, for duty as a draughtsman in charge of one of the groups of States. The additional messenger is almost a necessity for the proper transmission throughout the office of the endless number of specific orders coming up at every moment of the day. The above, it is submitted, is but a reasonable increase of the force for these duties.

I take pleasure in testifying to the general faithful and steady work of the employés of this office, particularly mentioning the efficient help I have had from the principal assistant, Mr. Charles E. Gorham, and from the two corresponding clerks, Mr. W. B. Todd and Miss R. Howard, and, latterly, Mrs. I. H. Sykes.

Very respectfully, your obedient servant,  
W. L. NICHOLSON,  
*Topographer Post-Office Department.*

Hon. T. O. HOWE,  
*Postmaster-General.*

A.—Detailed statement of distribution of post-route maps during the year ending September 30, 1882.

	During year ending September 30, 1882.	During year ending September 30, 1881.	During year ending September 30, 1880.
Maps furnished (number of sheets):			
To officers and clerks of the Post-Office Department at Washington.....	912	909	908
To postmasters.....	1,043	999	914
To railway mail service (besides special tracings and diagrams).....	1,571	2,042	1,542
To post-office inspectors.....	260	165	168
To officers of other governmental departments of the United States.....	962	667	1,239
To Senators and Members of House of Representatives.....	1,140	903	667
To committees of Congress.....	154	100	160
To miscellaneous: including educational and scientific institutions, libra- ries, and geographical publishers.....	924	523	2,216
To State authorities and State libraries.....	121	223	195
To foreign governments.....	57	209	33
Number of sheets sold during year.....	1,106	1,239	873
Total.....	8,250	7,979	8,915

B.—Condensed statement of a portion of the operations of the Topographer's Office, Post-Office Department, during the year ending September 30, 1882.

Number of maps and diagrams "kept up" in detail:	
For daily use of the contract office .....	142
For daily use of the appointment office .....	50
For daily use in office of Postmaster-General, general superintendent railway mail service, and in topographer's office.....	69
"Kept up" (with less close entering) for use of the finance, money-order, post- office inspectors', dead-letter, Assistant Attorney-General for Post-Office Department, and Sixth Auditor's offices.....	184
Total of maps required to be kept up for changes and additions to post- offices and service.....	445
Sheets of post-route maps distributed.....	8,250
Of these 37 per cent. were backed and mounted on rollers, or bound (in folio or 8vo).	

Letters sent:

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions).....	324
Circular queries for locations sent to postmasters .....	4,240
Certificates of post-route distances (letters, 42; telegrams, 150) .....	192
Miscellaneous letters .....	2,980
	<hr/>
	7,736
	<hr/>

Letters received:

Answers from postmasters to location queries .....	3,252
Requests for certificates of post-route distances.....	192
Miscellaneous letters (including returns from railroad officers).....	2,927
	<hr/>
	6,371
	<hr/>

Establishments and changes in post-offices:

Reported by appointment office weekly, and entered in duplicate, by States, &c., for use of draughtsmen, &c. (averaging 107 cases weekly) .....	5,574
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Reports of changes in service received:

Monthly reports from corresponding clerks of contract office, taken direct from books of record.....	180
Daily reports (printed bulletins) .....	304

All these items have been promptly transferred to working maps, sample-sheets for colorists, and to correction-sheets for engraving and lithographing.



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**ANNUAL REPORT**  
**OF THE**  
**AUDITOR OF THE TREASURY**  
**FOR THE**  
**POST-OFFICE DEPARTMENT**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1882.**

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# REPORT

## OF THE

### AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., October 31, 1882.*

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1882.

#### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Fiscal year 1882:

The revenue of the department for the fiscal year ended June 30, 1882, was.....	\$41,876,410 15
The expenditure for the service of the year was .....	40,039,634 75
Excess of receipts .....	1,836,775 40
Amount of balances due by postmasters charged to "bad debts" and "compromise" accounts .....	\$143,282 88
Amount of balances due postmasters, to credit of "sus- pense" account.....	2,817 53
	<u>140,465 35</u>
Balance available for service of 1882 .....	<u>1,696,310 05</u>

Fiscal year 1881:

The balance available for the service of 1881 at the close of the last annual report was .....	518,870 65
The amount paid during the last fiscal year was.....	399,314 58
Balance available for the service of 1881 .....	<u>119,556 07</u>

Fiscal year 1880:

The balance available for the service of 1880 at the close of the last annual report was.....	448,453 93
The amount paid during the last fiscal year was.....	42,032 76
Balance unexpended for 1880 .....	<u>406,421 17</u>

Fiscal year 1879 and previous years:

The amount placed with the Treasurer, under the act approved August 8, 1882 (Public, No. 205, pages 27 and 30), was.....	6,595 12
The amount paid to September 30, 1882, was .....	1,039 14
Balance available on this account.....	<u>5,555 98</u>

#### SUMMARY OF REVENUES AND EXPENDITURES.

Revenue of 1882.....	\$41,876,410 15
Grants from the Treasury, 1879 and previous years (claims).....	6,595 12
Total receipts.....	<u>41,883,005 27</u>
	545

Expenditures for 1882 .....	\$40,039,634 75
Expenditures for 1881 .....	399,314 58
Expenditures for 1880 .....	42,032 76
Expenditures for 1879 and previous years .....	1,039 14
Total expenditures.....	<u>\$40,482,021 23</u>
	1,400,924 04
Net amount charged to "bad debts" and "compromise" accounts during the year, less credits by "suspense" .....	<u>140,465 35</u>
Excess of receipts .....	1,260,518 69

Of the amount charged to "bad debt" and "compromise" accounts, \$133,672.84 is the sum of uncollectable balances of accounts found open from 1789 to 1856, the ledgers having been reviewed for that period.

The balance standing to the credit of the general revenue account at the close of the fiscal year ended June 30, 1881, was.....	\$3,979,814 46
Excess of receipts during last fiscal year .....	<u>1,260,518 69</u>
Balance to the credit of the revenue account at the close of the fiscal year ended June 30, 1882 .....	5,240,333 15
Due by late postmasters { accounts in suit.....	\$245,202 83
{ accounts not in suit.....	225,828 60
	<u>471,031 43</u>
	4,769,301 72

#### DEFICIENCY ACCOUNT.

The amount appropriated from the general Treasury to supply deficiencies in the revenue of the Post-Office Department for the fiscal year ended June 30, 1882, was .....	\$2,152,258 00
The amount remaining undrawn, there having been no deficiency, is.	2,152,258 00

#### POSTMASTERS' QUARTERLY ACCOUNTS-CURRENT.

The net revenues of the department from postages, being the aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended September 30, 1881.....	\$6,199,870 23
For the quarter ended December 31, 1881.....	7,236,620 49
For the quarter ended March 31, 1882 .....	7,480,798 28
For the quarter ended June 30, 1882.....	6,872,633 57
Total.....	<u>27,789,922 57</u>

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was:

For the quarter ended September 30, 1881 .....	44,502
For the quarter ended December 31, 1881.....	44,808
For the quarter ended March 31, 1882 .....	44,979
For the quarter ended June 30, 1882.....	45,285
Total .....	<u>179,574</u>

#### STAMPS SOLD.

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold, was:

For the quarter ended September 30, 1881 .....	\$9,040,588 29
For the quarter ended December 31, 1881.....	10,179,991 18
For the quarter ended March 31, 1882 .....	10,486,540 42
For the quarter ended June 30, 1882.....	9,996,237 11
Total .....	<u>39,703,357 00</u>

The amount of official stamps furnished the different departments, included in the above amount of stamps sold, was:

For the State Department .....	\$2,040 00
For the War Department .....	139,935 98
For the Interior Department .....	21,997 00
For the Department of Agriculture .....	1,501 50
For the Navy Department .....	680 00

Total official stamps .....	\$166,15 48
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Total ordinary stamps sold .....	38,537,202 52
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## LETTER POSTAGES.

The amount of postage paid in money was .....	\$97,585 32
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Included in the above amount are the following sums paid by foreign countries in the settlement of their accounts:

Kingdom of Great Britain and Ireland .....	\$14,779 44
Dominion of Canada .....	12,756 46
Republic of Mexico .....	2,645 85
Empire of Japan .....	4,039 17
Kingdom of Spain .....	1,936 89
Colony of New South Wales .....	740 25
Kingdom of Norway .....	101 90
Empire of Austria .....	40 34
Republic of Switzerland .....	39 18
Colony of Queensland .....	53 56
Postal administration of Hong-Kong, China .....	99 91
Administration of Straits Settlements, East Indies .....	12 75

	37,245 70
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Balance collected by postmasters .....	60,339 62
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The following balances were paid and charged to the appropriations for—

## BALANCES DUE FOREIGN COUNTRIES.

Service of 1882:

Empire of Germany .....	\$4,444 62
Kingdom of Belgium .....	8,829 49
Republic of France .....	2,242 35
Kingdom of Denmark .....	2,662 49
Kingdom of Roumania .....	152 65
Kingdom of Sweden .....	638 10
Kingdom of Italy .....	2,093 14
International Bureau—Postal Union .....	670 50

Total, 1882 .....	\$21,733 34
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Service of previous years:

Empire of Germany .....	\$4,444 62
Kingdom of Belgium .....	8,829 49
Republic of France .....	2,242 35
Kingdom of Denmark .....	2,662 49
Kingdom of Roumania .....	152 65
Kingdom of Sweden .....	638 10
Kingdom of Italy .....	2,093 14
Colony of St. Thomas, W. I. ....	809 04
Colony of the Bahamas .....	61 07

Total for previous years .....	21,932 95
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Aggregate amount paid .....	43,666 29
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## MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

For the regular supply of mail routes .....	\$19,729,246 84
For the supply of "special" offices .....	42,939 24
For the supply of "mail messenger" offices .....	724,714 69



For the salaries of postal railway clerks, route agents, local mail agents, and mail-route messengers .....	3,235,907 95
For the salaries and expenses of the superintendents of the railway mail service.....	44,208 11
Total .....	23,777,016 83

## FOREIGN MAIL TRANSPORTATION.

New York, Great Britain and Ireland, and countries beyond, via Great Britain .....	\$191,654 94
New York, Great Britain and Ireland, and Germany, and countries beyond.....	62,576 53
Philadelphia, Great Britain and Ireland.....	3,233 16
Boston, Great Britain and Ireland .....	840 90
Post-Office Department of Canada, English mail .....	408 77
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c .....	30,596 20
New York and Newfoundland.....	21 54
Boston and Nova Scotia .....	65 36
Baltimore and Bremen .....	28 69
Upper Pacific coast, local mail.....	727 06
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands.....	16,537 38
Expenses of government mail agent at Aspinwall .....	705 00
Expenses of government mail agent at Panama.....	1,125 00
Expenses of government mail agent at Shanghai, China.....	1,043 61
	309,564 14
Total .....	24,086,580 97
The amount credited to transportation accrued and charged to mail contractors for over-credits, being for "fines and deductions," was.....	222,115 65
Net amount of transportation accrued.....	23,864,465 32
The amount paid during the year was .....	22,766,887 10
Excess of transportation accrued .....	1,097,578 22

## PACIFIC RAILROAD ACCOUNT.

Included in the above amount of transportation accrued are the following balances accrued for the transportation of the mails over Pacific railroads, certified to the Register of the Treasury under instructions of the Secretary, dated May 19, 1879, and August 28, 1880. The items are not charged as expenditures of the Post-Office Department (see Statutes, vol. 20, page 420):

Regular service, 1882:	
Union Pacific Railway Company .....	\$569,399 69
Central Pacific Railroad Company .....	463,856 48
Sioux City and Pacific Railroad Company.....	22,433 41
	\$1,055,689 58
Use of postal cars, 1882:	
Union Pacific Railway Company.....	68,716 03
Central Pacific Railroad Company .....	53,768 44
	122,484 47
Total certified for service of 1882.....	1,178,174 05
Regular service of previous years:	
Central Pacific Railroad Company.....	36,000 60
Sioux City and Pacific Railroad Company.....	10 72
	36,011 32
Aggregate amount certified during the fiscal year.....	1,214,185 37

## STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States brought forward from last report.....	\$510,690 91
Balance due the United States on account of postmasters becoming late during the fiscal year.....	378,887 84
	889,578 75

Amount collected during the year.....	\$254,070 83	
Amount charged to "suspense" .....	21,193 61	
Amount charged to "bad and compromise debts" .....	143,282 98	
		\$418,547 32
Balance remaining due United States.....		471,031 43
Of which there is in suit .....	245,202 83	
Not in suit.....	225,828 60	
		471,031 43
Balance due late postmasters brought forward from last re- port .....	86,064 97	
Amount becoming due during the fiscal year .....	51,941 27	
		138,006 24
Amount paid during the year.....	66,501 26	
Amount credited to "suspense" .....	24,011 14	
		90,512 40
Balance remaining due late postmasters.....		47,493 84
Amount in suit June 30, 1881 .....		257,306 06
Amount submitted for suit during the fiscal year.....		1,507 13
		258,813 19
Of which there was collected during the year.....	6,419 53	
Amount otherwise settled .....	7,190 83	
		13,610 36
Balance remaining in suit.....		245,202 83
Amount of costs and interest collected in suit.....		1,211 00

Statement of the net revenue derived from the domestic money-order transactions for the year ended June 30, 1882, and of the international money-order transactions for the year ended June 30, 1881.

Revenue accrued on domestic money-order transactions, 1882 .....	\$280,341 17
Revenue accrued on international money-order trans- actions:	
Revenue accrued on Canadian transactions for 1881 .....	\$7,776 31
Revenue accrued on British transactions for 1881 .....	41,666 79
Revenue accrued on German transactions for 1881 .....	18,908 10
Revenue accrued on Swiss transactions for 1881 .....	2,442 33
Revenue accrued on Italian transactions for 1881 .....	8,469 25
Revenue accrued on French transactions for 1881.....	1,163 40
Total international .....	80,426 18
Total net revenue paid to postal account .....	360,767 35

The following tables, numbered from 1 to 19, inclusive, exhibit more in detail the financial transactions of the department for the fiscal year:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1882.

Accounts.	Quarter end- ed Septem- ber 30, 1881.	Quarter end- ed Decem- ber 31, 1881.	Quarter end- ed March 31, 1882.	Quarter end- ed June 30, 1882.	Aggregate.
Letter postage .....	\$48,218 32	\$20,880 54	\$25,669 37	\$2,817 09	\$97,585 32
Box-rents and branch of- fices.....	393,527 16	403,422 78	422,145 81	433,036 46	1,652,132 21
Fines and penalties .....	1,040 37	5,304 25	12,472 12	1,610 25	20,426 99
Postage-stamps, stamped envelopes and wrappers, and postal cards.....	9,040,588 29	10,179,991 18	10,486,540 42	9,996,237 11	39,703,357 00
Dead letters.....	1,423 90	3,217 38	1,229 99	1,786 36	7,657 63
Revenue from money-or- der business.....				360,767 35	360,767 35
Miscellaneous .....	5,908 91	7,584 77	8,178 00	12,811 88	34,483 65
Total .....	9,490,706 95	10,620,400 90	10,956,235 80	10,809,066 50	41,876,410 15

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1882.

Appropriations	Quarter ended September 30, 1881.	Quarter ended December 31, 1881.	Quarter ended March 31, 1882.	Quarter ended June 30, 1882.	Total expenditures on account of 1882	Expended on account of previous years.	Aggregate expenditures.
Compensation of postmasters	\$2, 143, 457 31	\$2, 221, 861 39	\$2, 330, 734 53	\$2, 248, 623 49	\$9, 964, 676 72	\$10, 641 00	\$8, 975, 317 72
Compensation of clerks for post-offices	952, 538 95	959, 306 32	974, 114 04	1, 622, 437 29	3, 908, 896 60	5, 236 22	3, 913, 722 82
Compensation of letter-carriers and incidental expenses	641, 404 46	652, 951 64	654, 913 89	672, 902 75	2, 623, 262 74		2, 623, 262 74
Wrapping paper	7, 102 25	7, 314 58	2, 135 09	3, 541 07	19, 993 59		19, 993 59
Twine	8, 486 00	13, 974 00	12, 801 00	17, 483 64	52, 754 64		52, 754 64
Postmarking and cancelling stamps	2, 998 75	2, 563 15	3, 723 50	4, 758 90	14, 144 30		14, 144 30
Letter balances	7, 068 20	843 00	751 10	1, 317 10	10, 000 00		10, 000 00
Stand light and fuel for post-offices	88, 094 49	100, 565 30	96, 799 19	114, 519 00	401, 978 04	2, 461 49	404, 439 53
	15, 696 80	13, 724 61	14, 337 59	12, 708 08	56, 517 26	136 19	56, 653 47
	3, 197 89	5, 945 14	8, 885 72	7, 867 89	20, 716 64	423 50	21, 149 14
Post.	16, 701 59	15, 946 05	14, 813 28	21, 183 89	68, 594 76	299 97	68, 894 73
	2, 427, 421 07	2, 528, 204 88	2, 573, 348 61	2, 759, 110 44	10, 288, 085 00	146, 741 35	10, 432, 826 35
Station.							
	50, 803 89	31, 570 83	61, 535 49	237, 563 54	381, 533 75		381, 533 75
	1, 504, 635 38	1, 453, 816 96	1, 369, 142 40	1, 370, 871 59	5, 704, 466 23	96, 630 90	5, 801, 147 13
	151, 674 79	142, 191 03	128, 267 33	141, 171 65	563, 504 76	3, 595 96	567, 100 72
	300, 883 79	326, 142 88	324, 834 62	342, 546 01	1, 303, 407 30	13, 634 98	1, 317, 242 28
	376, 315 06	398, 658 35	398, 816 00	412, 212 56	1, 574, 404 26	373 29	1, 574, 404 26
	314, 942 39	331, 268 86	328, 446 93	347, 303 89	1, 321, 961 57	532 18	1, 322, 493 75
	48, 602 08	46, 277 83	44, 145 42	50, 294 73	189, 390 06	401 14	189, 791 20
Compensation of local agents.	39, 681 83	35, 601 79	36, 759 40	36, 985 72	149, 228 74		149, 228 74
Compensation of mail-messengers	171, 531 99	178, 064 82	179, 749 13	184, 218 01	713, 603 95	11, 110 74	724, 714 69
Mail locks and keys	4, 000 00	231 42	4, 504 95		8, 736 37	96, 364 60	105, 130 97
	75, 274 95	31, 479 51	26, 995 68	13, 286 63	197, 038 85	230 90	197, 269 85
	9, 303 12	12, 125 26	14, 553 38	15, 932 82	51, 914 60		51, 914 60
	39, 582 51	41, 016 74	39, 457 68	44, 162 69	164, 219 62	27 51	164, 247 13
Inspectors							
Postmaster, clerks, and							
counsel	196 45	1, 174 15	538 08	427 35	2, 331 63	1, 000 90	3, 332 43
Postage-stamps	23, 588 81	25, 462 08	28, 271 62	26, 622 72	103, 945 23		103, 945 23
Distribution of postage stamps	1, 782 96	1, 911 63	1, 624 17	1, 732 50	7, 051 46		7, 051 46
Stamped envelopes and newspaper wrappers.	131, 977 82	128, 247 20	133, 181 30	120, 993 13	510, 399 45		510, 399 45
Distribution of stamped envelopes and news- paper wrappers	2, 740 99	3, 763 60	3, 740 00	3, 477 60	14, 711 20		14, 711 20
Postal cards	33, 441 25	61, 050 30	49, 871 21	46, 892 26	191, 264 02		191, 264 02
Distribution of postal cards	1, 606 63	1, 629 57	1, 039 44	1, 509 65	6, 765 19	8 39	6, 763 58
Registered, official, and dead letter envelopes	16, 909 94	18, 495 65	19, 634 05	19, 184 89	72, 474 58		72, 474 53
Ship, steamboat, and way letters	356 05	332 97	297 35	458 01	1, 444 38		1, 444 38
Engraving, printing, and binding drafts and warrants	434 57	434 30	631 13	144 35	1, 644 35		1, 644 35
Advertising	8, 026 72	15, 621 58	6, 519 82	5, 086 42	36, 254 54	1, 611 29	36, 866 83
Miscellaneous, office of the Postmaster-General	803 34	21 86		281 85	1, 107 05	560 00	1, 667 05

Foreign mail transportation .....	52,927 58	81,335 94	74,572 30	69,515 18	278,351 00	28,063 38	308,414 38
Balances due foreign countries .....	19 61	16,018 14	3,453 24	2,242 35	21,733 34	21,932 85	43,666 29
Miscellaneous, office of Second Assistant Post- master-General .....	60 00	26 55	287 40	103 76	477 71		477 71
Miscellaneous, office of Third Assistant Post- master-General .....		145 50	112 22	34 50	292 22		292 22
Refund to New Zealand and New South Wales .....	10,000 00		10,000 00	10,000 00	30,000 00		30,000 00
Miscellaneous, money order building .....			121 75	2,875 26	2,997 01		2,997 01
Rent, money order building .....				1,999 98	1,999 98		1,999 98
Furniture, money-order building .....				5,252 18	5,252 18		5,252 18
Totals .....	9,686,810 96	9,941,976 70	9,976,307 81	10,434,539 28	40,039,634 75	442,386 48	40,482,021 23

## No. 3.—Statement of the postal receipts and expenditures

Number.	States and Territories.	Receipts.				Total receipts.
		Letter postage.	Waste paper and twine.	Box rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	
1	Maine.....	\$0 18	\$193 99	\$22, 609 25	\$599, 262 53	\$627, 065 95
2	New Hampshire.....	03	184 90	16, 950 91	342, 144 26	359, 280 10
3	Vermont.....	06	167 90	11, 813 62	312, 114 29	324, 095 87
4	Massachusetts.....	6, 254 17	1, 249 32	124, 007 87	2, 666, 558 23	2, 798, 069 59
5	Rhode Island.....	.....	152 24	21, 798 92	294, 820 02	316, 771 18
6	Connecticut.....	63	837 85	45, 938 84	774, 237 36	820, 514 68
7	New York.....	43, 825 14	6, 781 58	186, 901 34	7, 376, 041 01	7, 612, 999 07
8	New Jersey.....	1 77	368 11	30, 716 73	817, 253 23	848, 339 84
9	Pennsylvania.....	8, 646 61	1, 507 07	105, 537 75	3, 684, 527 64	3, 800, 219 07
10	Delaware.....	18	24 09	1, 823 13	94, 911 07	96, 758 47
11	Maryland.....	1 82	124 22	11, 799 73	729, 629 85	741, 554 62
12	Virginia.....	3 89	156 67	13, 470 41	608, 531 10	622, 162 07
13	West Virginia.....	33	77 72	5, 591 36	219, 326 99	224, 996 40
14	North Carolina.....	7 40	68 08	10, 444 56	303, 561 83	314, 081 87
15	South Carolina.....	81	45 52	7, 689 45	246, 911 80	254, 647 58
16	Georgia.....	6 97	209 51	17, 492 29	491, 604 40	509, 313 17
17	Florida.....	.....	31 38	6, 870 69	146, 400 79	153, 302 86
18	Ohio.....	9 85	2, 139 37	97, 802 72	2, 629, 765 54	2, 729, 717 48
19	Michigan.....	9 24	803 27	83, 743 54	1, 377, 195 50	1, 461, 751 55
20	Indiana.....	3 12	887 95	54, 128 99	1, 057, 516 08	1, 112, 536 14
21	Illinois.....	6 90	2, 912 73	128, 993 89	3, 360, 023 06	3, 491, 936 58
22	Wisconsin.....	6 25	448 96	57, 304 53	956, 557 83	1, 014, 317 57
23	Iowa.....	2 59	633 70	90, 108 26	1, 280, 913 16	1, 371, 657 71
24	Missouri.....	19 82	996 40	45, 208 81	1, 676, 793 42	1, 723, 018 45
25	Kentucky.....	2 75	518 67	20, 572 47	607, 616 88	628, 710 77
26	Tennessee.....	4 57	174 83	12, 819 03	479, 295 22	492, 293 65
27	Alabama.....	8 01	71 39	14, 191 83	299, 576 38	313, 847 61
28	Mississippi.....	1 08	56 69	14, 383 43	246, 117 89	260, 559 09
29	Arkansas.....	3 82	52 20	12, 110 75	226, 671 96	238, 838 73
30	Louisiana.....	06	128 69	18, 510 50	389, 494 51	408, 133 76
31	Texas.....	7 21	225 18	48, 363 70	745, 269 66	793, 865 75
32	California.....	3 85	474 28	66, 970 06	1, 068, 187 52	1, 135, 635 71
33	Oregon.....	1 70	62 66	12, 124 22	158, 960 15	171, 148 73
34	Minnesota.....	23 13	303 49	37, 503 48	721, 378 38	759, 208 48
35	Kansas.....	9 92	223 11	46, 611 68	689, 538 64	736, 383 35
36	Nebraska.....	35 61	92 44	24, 750 99	399, 198 51	424, 077 55
37	Nevada.....	58	15 25	11, 044 00	73, 567 47	84, 627 30
38	Colorado.....	1 90	246 80	44, 206 13	438, 341 65	482, 796 48
39	Utah.....	1 08	63 24	8, 362 49	110, 132 80	118, 550 61
40	New Mexico.....	24	13 45	4, 748 50	72, 088 83	76, 851 02
41	Washington.....	3 21	6 34	5, 720 06	67, 814 48	73, 544 09
42	Dakota.....	1 88	30 59	13, 874 54	191, 727 59	205, 634 60
43	Arizona.....	.....	30 10	5, 771 25	56, 335 44	62, 136 79
44	Idaho.....	1 66	22 92	2, 576 95	40, 239 30	42, 840 83
45	Wyoming.....	2 20	4 88	3, 672 35	41, 456 86	45, 136 29
46	Montana.....	2 00	50 47	11, 927 42	86, 878 75	98, 858 64
47	Alaska.....	.....	.....	.....	337 84	337 84
48	District of Columbia.....	.....	363 09	4, 719 58	253, 399 24	258, 481 91
49	Ind. Territory.....	73	60	608 55	23, 090 77	23, 700 65
		58, 424 45	23, 683 89	1, 649, 891 55	39, 533, 317 21	41, 265, 317 10
Deduct miscellaneous items.....		.....	.....	.....	.....	.....
Add miscellaneous items.....		39, 160 87	.....	2, 240 66	170, 039 79	211, 441 32
		97, 585 32	23, 683 89	1, 652, 132 21	39, 703, 357 00	41, 476, 758 42

of the United States for the fiscal year ended June 30, 1882.

Expenditures.						Excess of expenditures over receipts.	Excess of receipts over expenditures.	Number.
Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of route-agents, postal railway clerks, mail messengers, and supply of special offices.	Transportation by States.	Total expenditures.			
\$192,011 78	\$56,916 93	\$14,540 67	\$50,465 56	\$229,046 47	\$542,981 41		\$84,084 54	1
128,327 39	22,688 78	7,772 36	22,352 80	105,191 03	286,332 36		72,947 74	2
125,288 06	15,862 32	2,648 37	15,766 81	144,935 12	304,500 18		19,595 69	3
384,803 00	349,217 58	246,092 60	289,794 09	447,571 22	1,717,481 49	1,080,588 10		4
44,238 97	32,810 32	26,412 43	10,180 76	48,487 29	162,129 77	154,641 41		5
189,976 00	77,005 92	35,244 69	53,457 51	262,920 17	618,604 29	201,910 39		6
822,943 94	1,177,187 79	709,997 90	404,071 17	1,897,388 37	5,011,589 17	2,601,409 90		7
204,707 22	54,193 20	74,179 39	33,515 47	307,529 71	674,124 99	174,214 85		8
688,200 73	400,932 14	371,765 34	312,876 47	1,009,504 84	2,782,779 52	1,017,439 55		9
26,311 07	6,537 58	8,562 53	8,243 41	27,943 92	77,598 51	19,159 96		10
104,541 50	92,660 09	76,861 12	57,323 92	412,316 60	743,703 22	2,148 60		11
197,539 47	51,282 30	24,640 80	64,497 29	596,937 02	934,896 88	312,734 81		12
82,703 13	14,463 68	6,663 43	17,397 23	121,799 23	243,026 70	18,030 30		13
126,455 73	19,640 37		29,245 79	274,438 35	449,780 24	135,698 37		14
83,606 72	13,730 10	7,160 64	42,286 25	212,521 52	359,305 23	104,657 65		15
143,690 52	48,203 72	20,664 05	94,448 45	411,251 90	718,258 64	208,945 47		16
58,317 42	10,580 81		18,562 83	177,065 81	264,476 87	111,174 01		17
557,722 21	256,192 00	162,755 60	559,896 67	1,433,645 41	2,970,211 89	240,491 41		18
406,906 36	97,665 15	45,257 54	116,926 84	454,321 83	1,121,077 72	340,673 83		19
338,896 06	95,813 98	55,984 96	116,611 01	501,863 64	1,109,169 65	3,366 49		20
624,296 18	439,652 69	211,772 89	394,405 97	1,157,500 30	2,827,628 03	664,308 55		21
295,907 51	80,761 75	30,148 04	68,095 77	402,520 72	877,433 79	136,883 78		22
452,289 36	79,375 43	25,032 02	131,107 91	537,479 64	1,225,284 36	146,373 35		23
318,220 52	192,352 10	143,764 41	242,998 08	933,656 52	1,830,991 63	107,973 18		24
171,796 85	51,445 16	35,660 19	58,333 45	401,935 39	719,171 04	90,460 27		25
136,137 04	48,293 60	20,678 68	76,175 06	230,468 51	511,752 89	19,459 24		26
116,657 87	26,822 22	5,114 19	22,595 69	326,087 88	497,277 85	183,430 24		27
114,836 96	14,905 18		17,585 11	207,414 90	354,742 15	94,183 06		28
98,705 83	19,355 84	4,259 95	27,594 40	278,336 66	428,251 68	189,412 95		29
77,375 06	58,752 98	44,834 64	28,471 48	274,078 64	483,512 80	75,379 04		30
260,973 05	67,789 43	15,131 81	59,839 80	849,151 00	1,252,855 09	459,019 34		31
236,374 08	141,228 97	74,064 18	85,762 15	1,106,557 61	1,643,986 99	508,351 28		32
56,477 43	11,550 95	4,508 75	16,480 73	206,111 88	295,129 74	123,981 01		33
203,337 53	58,833 88	26,274 94	76,552 67	371,713 44	736,712 46	22,496 02		34
277,085 62	47,496 02	8,193 08	84,761 30	569,064 54	986,550 56	250,167 21		35
143,691 42	29,419 95	8,937 49	73,808 81	670,021 67	925,879 34	501,801 79		36
40,281 72	10,677 73		2,029 93	169,573 03	222,562 41	187,935 11		37
122,087 99	57,784 17	13,516 90	37,915 74	430,776 55	662,031 35	179,234 87		38
43,941 83	12,780 21		13,554 02	278,494 08	348,770 14	230,210 53		39
30,786 35	3,457 57		16,840 93	94,183 54	145,268 39	68,417 37		40
30,743 47	3,116 60		4,435 84	130,714 54	169,010 45	95,466 36		41
84,643 62	11,625 69		9,936 41	160,081 08	266,286 80	60,652 20		42
25,994 39	4,960 34		1,258 50	255,244 07	287,457 30	225,320 51		43
21,480 30	1,684 50		1,224 22	160,164 36	184,553 38	141,712 55		44
18,191 48	3,527 48		324 38	55,777 47	77,820 81	32,684 52		45
38,242 44	7,783 90		62 93	186,325 66	232,414 93	133,556 29		46
177 51					177 51		160 38	47
4,465 79	130,077 55	48,477 99	133,463 84		316,485 17	58,003 26		48
12,317 02	297 00		10 00	95,377 41	108,001 43	84,300 78		49
8,964,606 50	4,509,343 65	2,617,574 56	4,003,044 95	19,615,489 54	39,710,059 20	5,184,996 58	6,740,254 48	
10,711 22	18,225 84	5,688 18	516 93	105,208 59	70,066 42	70,066 42	211,441 32	
8,975,317 72	4,527,569 49	2,623,262 74	4,003,561 88	19,510,280 95	39,639,992 78	5,114,930 16	6,951,695 80	

No. 3.—*Statement by States of the postal receipts and expenditures, &c.*—Continued.

Items of expenditure of a general nature not embraced above.		Items of receipt of a general nature not embraced above.	
Amount paid for foreign mails and expenses of government agents...	\$306,414 38	Receipts on account of dead letters.	\$7,657 63
Balances paid foreign countries .....	43,666 29	Receipts on account of fines and penalties .....	20,426 99
Ship, steamboat, and way letters....	1,444 38	Receipts on account of miscellaneous .....	10,799 76
Wrapping-paper .....	19,993 59	Revenue from money-order business	360,767 35
Twine .....	52,754 64	Excess of receipts brought down...	1,836,765 64
Post-route maps .....	51,914 60	Excess of transportation accrued...	1,097,578 22
Advertising .....	23,282 74		
Mail bags and catchers .....	146,006 67		
Salary and expenses of assistant superintendents of the railway mail service .....	44,208 11		
Mail locks and keys .....	105,120 97		
Postmarking and canceling stamps..	14,144 30		
Mail depredations and post-office inspectors .....	167,579 56		
Letter balances .....	10,000 00		
Expenses of postage-stamps, stamped envelopes, wrappers and cards ...	834,134 94		
Dead-letter, official, and registered-package envelopes .....	72,474 53		
Sundry and miscellaneous payments.	46,466 97		
Total excess of receipts over expenditures .....	1,394,388 92		
	3,833,995 59		3,333,995 59

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1882.

Title of appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters.....	\$8,992,206 88	\$8,964,676 72	\$27,530 16	.....
Compensation of clerks for post-offices....	3,950,000 00	3,908,396 60	41,603 40	.....
Compensation of letter-carriers and incidental expenses.....	2,625,000 00	2,623,262 74	1,737 26	.....
Wrapping-paper.....	25,000 00	19,993 59	5,006 41	.....
Twine.....	55,000 00	52,754 64	2,245 36	.....
Postmarking and canceling stamps.....	15,000 00	14,144 30	855 70	.....
Letter-balances.....	10,000 00	10,000 00	.....	.....
Rent, light, and fuel for post-offices.....	425,000 00	401,978 04	23,021 96	.....
Stationery.....	50,000 00	56,517 28	.....	\$6,517 28
Furniture for post-offices.....	20,000 00	20,716 64	.....	716 64
Miscellaneous, office of First Assistant Postmaster-General.....	90,000 00	68,594 76	21,405 24	.....
Inland mail transportation, railroad.....	10,608,282 00	10,286,085 00	322,197 00	.....
Inland mail transportation, special facilities, railroads.....	425,000 00	381,533 75	43,466 25	.....
Inland mail transportation, star.....	7,900,000 00	5,704,466 33	2,194,533 67	.....
Inland mail transportation, steamboat.....	925,000 00	563,504 76	361,495 24	.....
Transportation by postal-cars.....	1,426,000 00	1,303,407 30	122,592 70	.....
Compensation of railway post-office clerks.....	1,590,000 00	1,574,031 97	15,968 03	.....
Compensation of route-agents.....	1,320,000 00	1,321,961 57	.....	1,961 57
Compensation of mail-route messengers.....	200,000 00	189,380 06	10,619 94	.....
Compensation of local agents.....	150,000 00	149,228 74	771 26	.....
Compensation of mail-messengers.....	775,750 00	713,603 95	62,146 05	.....
Mail locks and keys.....	25,000 00	8,736 37	16,263 63	.....
Mail-bags and catchers.....	200,000 00	197,038 95	2,961 05	.....
Post-route maps.....	51,914 60	51,914 60	.....	.....
Mail depredations and post-office inspectors.....	175,000 00	166,551 25	8,448 75	.....
Postage-stamps.....	105,000 00	103,945 23	1,054 77	.....
Distribution of postage-stamps.....	8,100 00	7,051 46	1,048 54	.....
Stamped envelopes and newspaper wrappers.....	515,000 00	510,399 45	4,600 55	.....
Distribution of stamped envelopes and newspaper wrappers.....	16,000 00	14,711 20	1,288 80	.....
Postal cards.....	296,000 00	191,264 02	104,735 98	.....
Distribution of postal cards.....	7,300 00	6,755 19	544 81	.....
Registered, official, and dead-letter envelopes.....	120,000 00	72,474 53	47,525 47	.....
Ship, steamboat, and way letters.....	4,500 00	1,444 38	3,055 62	.....
Engraving, printing, and binding drafts and warrants.....	1,644 35	1,644 35	.....	.....
Advertising.....	35,000 00	35,254 54	.....	254 54
Miscellaneous, office of the Postmaster-General.....	2,000 00	1,107 05	892 95	.....
Foreign mail transportation.....	295,000 00	278,351 00	16,649 00	.....
Balances due foreign countries.....	45,000 00	21,733 34	23,266 66	.....
Miscellaneous, office of the Second Assistant Postmaster-General.....	1,000 00	477 71	522 29	.....
Miscellaneous, office of the Third Assistant Postmaster-General.....	1,000 00	292 22	707 78	.....
Refund to New Zealand and New South Wales.....	40,000 00	30,000 00	10,000 00	.....
Miscellaneous, money-order building.....	3,000 00	2,997 01	2 99	.....
Rent, money-order building.....	8,000 00	1,999 98	6,000 02	.....
Furniture, money-order building.....	10,000 00	5,252 18	4,747 82	.....
Totals.....	43,542,697 83	40,039,634 75	3,503,063 08	9,450 03



No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Postmaster-General."

## AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
July 13	F. B. Conger, treasurer of the National Republican Printing Co.	For one year's subscription to paper from July 1, 1881, to June 30, 1882.	\$6 00
Aug. 10	John R. Van Wormer, chief clerk of the Post-Office Department.	For hotel bills and incidental expenses during August, 1881.	7 00
22	John R. Van Wormer, chief clerk of the Post-Office Department.	For railroad fares and hotel bills during August, 1881.	7 00
26	Frank B. Conger, treasurer of the National Republican Printing Co.	For subscription to paper from July 1 to August 20, 1881.	86
1882.			
Jan. 5	Frank B. Conger, treasurer of the National Republican Printing Co.	For subscription to paper from July 1 to August 20, 1881.	86
Mar. 9	John C. Parker	For subscription to the New York Tribune from July 1 to December 31, 1881.	7 50
July 10	New York Herald	For subscription to paper from February 11 to June 30, 1882.	4 00
10	W. F. Storey, proprietor of the Chicago Times.	For subscription to paper from January 1 to June 30, 1882.	6 50
10	Keppler & Schwarzman, proprietors of Puck.	For subscription to Puck from February 8 to June 28, 1882.	2 10
10	Wm. Penn Nixon, publisher of the Inter-Ocean.	For subscription to the Inter-Ocean from February 13 to June 30, 1882.	3 75
21	M. E. Mann	For copy of American Cyclopædia and Annual Cyclopædia.	126 00
21	Wm. W. Moore, treasurer of the Metropolitan Railroad Co.	For car tickets for use of the Post-Office Department.	100 00
24	Horace Rublee, editor of the Republican-Sentinel.	For subscription from January 1 to June 30, 1882.	5 00
Aug. 23	The Globe Printing Company, of Saint Louis, Mo.	For subscription to Globe-Democrat from February 15 to June 30, 1882.	4 50
26	Rand, McNally & Co.	For Atlas of the World, June 30, 1882	30 00
Total paid by warrant.			\$311 07

## AMOUNTS CREDITED ON GENERAL ACCOUNT.

1881.			
Dec. 24	J. O. P. Burnside, disbursing clerk, Post-Office Department.	Advanced and certified by the Postmaster-General, under date of June 13 and June 25, 1881, "to be for legal expenses for which it is inexpedient to furnish vouchers."	\$560 00
24	J. O. P. Burnside, disbursing clerk, Post-Office Department.	Advanced and certified by the Postmaster-General, under date of July and August, 1881, "to be for legal expenses for which it is inexpedient to furnish vouchers."	563 00
Nov. 1	J. R. Van Wormer, chief clerk, Post-Office Department.	For amount expended while traveling on official business, by order of the Postmaster-General.	219 48
1882.			
Jan. 13	J. R. Van Wormer, chief clerk, Post-Office Department.	For amount expended while traveling on official business, by order of the Postmaster-General.	13 50
Total			\$1,355 98

## RECAPITULATION.

Total paid by warrant	\$311 07
Total credited on general account	1,355 98
Total "Miscellaneous, Postmaster-General"	\$1,667 05

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, First Assistant Postmaster-General."

## AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
Aug. 3	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad fares and hotel bills during July, 1881.	\$14 10
10	H. J. McKusick, superintendent railway mail service.	For telegrams and miscellaneous expenses during July, 1881.	21 55
20	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during July, 1881.	32 93
Sept. 1	R. C. Jackson, superintendent railway mail service.	For telegrams and hotel expenses during July, 1881.	154 99
1	L. M. Terrell, superintendent railway mail service.	For telegrams, railroad fares, and hotel bills during July, 1881.	79 68
15	R. C. Jackson, superintendent railway mail service.	For telegrams, hotel bills, and other expenses during August, 1881.	57 66
15	H. J. McKusick, superintendent railway mail service.	For telegrams and miscellaneous expenses during August, 1881.	61 01
15	L. M. Terrell, superintendent railway mail service.	For telegrams and miscellaneous expenses during August, 1881.	73 92
15	M. V. Bailey, superintendent railway mail service.	For railroad and steamboat fares and hotel bills during August, 1881.	90 03
17	W. G. Lovell, superintendent railway mail service.	For telegrams, hotel bills, and other expenses during August, 1881.	97 85
27	W. B. Thompson, general superintendent railway mail service.	For railroad and hotel fares during July, 1881.	20 85
27	W. B. Thompson, general superintendent railway mail service.	For railroad and hotel fares during August, 1881.	17 00
28	C. J. French, superintendent railway mail service.	For railroad fares, telegrams, and hotel bills during August, 1881.	109 71
28	James E. White, superintendent railway mail service.	For telegrams, hotel fares, and miscellaneous expenses during August, 1881.	68 35
30	T. P. Cheney, superintendent railway mail service.	For printing time-cards and for telegrams during July, 1881.	28 82
30	T. P. Cheney, superintendent railway mail service.	For railroad fares, telegrams, and hotel bills during August, 1881.	54 38
Oct. 12	The National Capital Telephone Company.	For rent of telephone for the quarter ended September 30, 1881.	81 25
15	James E. White, superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during June, 1881.	12 61
Dec. 19	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad fares, hotel bills, &c., during October, 1881.	46 70
1882.			
Feb. 12	O. H. Irish, Chief Bureau Engraving and Printing.	For altering dies, printing, numbering, and binding 125 inspectors' commissions.	125 00
18	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares during February, 1882.	8 25
Mar. 27	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares during March, 1882.	15 25
Apr. 28	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad fares and hotel bills during April, 1882.	16 50
May 16	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares and telegrams during May, 1882.	17 10
June 5	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For railroad and hotel fares and miscellaneous expenses during May, 1882.	18 00
26	B. D. Adsit, principal clerk salary and allowance division, Post-Office Department.	For hotel fares and railroad expenses during June, 1882.	6 25
Total paid by warrant.....			1,329 74

## AMOUNTS PAID BY DRAFT.

1881.			
Aug. 10	M. V. Bailey, superintendent railway mail service.	For hotel fares, printing schedules, and telegrams during July, 1881.	\$67 57
13	Willard G. Lovell, superintendent railway mail service.	For telegrams, railroad fares, and hotel bills during July, 1881.	99 60
Total paid by draft .....			167 17

No. 6.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1882.			
Mar. 23	Thomas L. James, postmaster at New York.	For amount paid for trucks in first quarter, 1880.	\$150 00
Oct. 21	Samuel Hays, postmaster at Saint Louis, Mo.	For rent of telephone in third quarter, 1881.	20 00
Nov. 12	E. R. Wise, postmaster at Warren, Ohio.	For amount of freight on safe, second quarter, 1881.	23 50
19	C. E. Carr, postmaster at Galesburgh, Ill.	For rent of telephone and carpenters' work, second quarter, 1871.	35 95
Dec. 16	J. H. Manley, postmaster at Augusta, Me.	For miscellaneous expenses, third quarter, 1881.	138 20
Jan. 17	W. N. Byers, postmaster at Denver, Colo.	For rent of telephone, third quarter, 1881...	13 50
Feb. 2	John P. Clum, postmaster at Tombstone, Ariz.	For amount allowed for hauling, second quarter, 1881.	40 00
16	Samuel Hays, postmaster at Saint Louis, Mo.	For rent of telephone for fourth quarter, 1881.	22 50
Mar. 20	S. M. Yost, postmaster at Staunton, Va.	For water-rent, oil, and moving post-office fixtures, fourth quarter, 1879.	14 40
20	S. M. Yost, postmaster at Staunton, Va.	For gas-fittings, water-rent, &c., third and fourth quarters, 1880, and second quarter, 1881.	14 51
28	W. N. Byers, postmaster at Denver, Colo.	For rent of telephone during fourth quarter, 1881.	13 50
June 6	S. M. Yost, postmaster at Staunton, Va.	For work and materials in moving post-office, second quarter, 1880.	71 00
12	James T. Pritchard, postmaster at Fredericksburgh, Va.	For repairs to safe during first quarter, 1882.	5 00
27	E. R. Wise, postmaster at Warren, Ohio.	For horse and buggy hire in first quarter, 1882.	2 00
Aug. 1	H. G. Pearson, postmaster at New York, N. Y.	For amount of attorney's fees in suit against postmaster at New York.	23 74
16	Thomas F. Hall, postmaster at Omaha, Nebr.	For printing letter slips and heads, second quarter, 1882.	21 50
Sept. 21	F. Lowry, postmaster at Dayton, Ohio.	For amount for repairing closet, first quarter, 1881.	3 14
22	Lewis McKenzie, postmaster at Alexandria, Va.	For amount paid for ice, second quarter, 1881.	10 00
30	J. K. Dawes, postmaster at Easton, Pa.	For amount expended in cleaning office, second quarter, 1882.	21 12
Total .....			643 56

RECAPITULATION.

Amount allowed to the postmasters at the principal post-offices, credited in quarterly accounts current, for incidental expenses, such as office repairs, gas-fixtures, telegrams, &c.:

Third quarter, 1881 .....	\$15,312 14
Fourth quarter, 1881 .....	15,727 85
First quarter, 1882 .....	14,711 73
Second quarter, 1882 .....	21,006 54
Total .....	66,758 26
Amount paid by warrant .....	\$1,829 74
Amount paid by draft .....	167 17
Amount allowed postmasters and others, credited on general accounts .....	643 56
	2,140 47
Total .....	68,898 73
Deduct amount of counter-entries .....	4 00
Amount actually paid and charged to "Miscellaneous, First Assistant Postmaster-General" ..	68,894 73.

No. 7.—*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Second Assistant Postmaster-General."*

## AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
Aug. 16	Isaac C. Slater, superintendent railway adjustments.	For personal expenses incurred under order of the Postmaster-General of July 19, 1881.	\$60 00
Oct. 10	Isaac C. Slater, superintendent railway adjustments.	For railroad fares and hotel bills during October, 1881.	4 05
Dec. 3	John C. Parker .....	For subscription to New York Tribune from July 1 to December 31, 1881.	12 50
1882.			
Jan. 10	H. K. Johnson .....	For railroad fares and hotel bills during January, 1882.	17 90
13	O. H. Irish, Chief of Bureau of Engraving and Printing.	For making brass seal for marking proposals, December, 1881.	10 00
20	Thomas Sisle .....	For seven (7) days' services on treading printing-press, January, 1882.	14 00
20	James I. Miles .....	For seven (7) days services on treading printing-press, January, 1882.	14 00
24	Byron S. Adams .....	For press work in stamping bids for 1882, during January, 1882.	25 60
May 8	J. Bradley Adams .....	For subscription to New York Tribune and New York Times from December 22, 1881, to July 1, 1882.	15 90
Jun 22	Walter Spangler, clerk in the inspection division of the Second Assistant Postmaster-General's Office	For railroad fares and hotel bills incurred during April, 1882.	33 00
July 1	John C. Parker .....	For subscription to the New York Times from January 1 to June 30, 1882.	7 50
6	R. A. Elmer, Second Assistant Postmaster-General.	For expenses incurred in the examination of the postal service in Florida during November and December, 1881.	63 26
		Total paid by warrant .....	277 71

## AMOUNT CREDITED ON GENERAL ACCOUNT.

1882.			
Jun 30	Walter Spangler, clerk in the inspection division of the Post-Office Department.	For amount allowed for personal expenses while on business for the Post-Office Department, June, 1882.	\$200 00
		Total .....	200 00
		Total Miscellaneous, Second Assistant Postmaster-General.	477 71

No. 8.—*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1882, and charged to "Miscellaneous Account, Third Assistant Postmaster-General."*

## AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1881.			
Dec. 3	John C. Parker.....	For subscription to New York Times from July 1 to December 31, 1881.	\$7 50
1882.			
Jan. 5	A. D. Hazen, Third Assistant Postmaster-General.	For personal expenses while on official business, September, 1881.	138 00
Feb. 9	E. J. Dallas, chief of dead-letter division.	For traveling expenses under order of Third Assistant Postmaster-General, January, 1882.	66 50
Mar. 8	D. and J. Sadlier & Co .....	For cloth Directory (Catholic), February, 1882, for use of dead-letter office.	1 50
8	George P. Rowell & Co.....	For copy of American Newspaper Directory, January, 1882, for use of dead-letter office.	5 00
8	T. Cotesworth Pinckney.....	For United States school and college directories, January, 1882—dead-letter office.	5 00
9	Henry A. Hazen.....	For copy of Ministry and Churches of New Hampshire, for use of dead-letter office.	1 50
9	Rand, McNally & Co.....	For two atlases for use of dead-letter office.	27 00
9	S. E. Cassino.....	For copy of Scientists' Directory, January, 1882, for use of dead-letter office.	2 50
9	The Presbyterian Board of Publication.	For two copies of Minutes for use of dead-letter office.	2 22
9	B. Griffith, secretary of the American Baptist Publication Society.	For two copies Baptist Year Book, February, 1882—dead-letter office.	1 00
July 10	Henry Fleetwood .....	For copy of Rand & McNally's indexed atlas, July, 1882, for use of dead-letter office.	27 00
10	John C. Parker.....	For subscription to New York Tribune from January 1 to June 30, 1882.	7 50
		Total paid by warrant.....	292 22

No. 9.—Table showing the receipts, expenditures, and net revenue of the post-offices at which the free delivery system is in operation, for the fiscal year ended June 30, 1882.

Offices.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Akron, Ohio.....	\$31,892 82	\$7,184 05	\$3,359 95	\$10,544 00	\$20,348 82	34
Albany, N. Y.....	160,573 31	37,791 49	27,041 55	64,833 04	95,740 27	41
Allegheny, Pa.....	34,828 12	7,810 96	9,345 03	17,155 99	17,672 13	50
Atlanta, Ga.....	92,496 10	14,809 93	6,937 47	21,747 40	70,748 70	23
Auburn, N. Y.....	34,304 95	8,543 77	4,774 44	13,318 21	20,986 74	39
Augusta, Ga.....	35,393 49	9,952 63	4,453 78	14,406 41	20,987 08	41
Augusta, Me.....	88,371 74	19,106 49	2,639 47	21,746 36	66,625 38	25
Baltimore, Md.....	496,491 24	85,396 29	76,861 11	162,257 40	334,233 84	33
Bangor, Me.....	29,070 22	8,467 80	3,400 00	11,867 80	17,202 42	41
Bloomington, Ill.....	33,958 09	8,730 17	5,144 59	13,874 76	20,083 33	41
Boston, Mass.....	1,405,126 99	256,793 68	185,267 51	442,061 19	963,065 80	31
Bridgeport, Conn.....	52,260 62	11,257 61	5,639 11	16,896 72	35,363 90	36
Brooklyn, N. Y.....	290,737 85	60,953 90	104,285 76	165,239 66	125,498 19	57
Buffalo, N. Y.....	268,827 94	30,605 19	35,247 03	65,852 22	202,975 72	24
Burlington, Iowa.....	45,480 75	9,146 29	5,690 96	14,837 25	30,643 50	33
Burlington, Vt.....	24,431 92	5,856 08	2,648 37	8,504 45	15,927 47	35
Camden, N. J.....	23,294 31	6,306 82	5,921 80	12,228 62	11,065 69	52
Charleston, S. C.....	73,390 51	12,421 92	7,160 64	19,582 56	53,807 95	27
Chicago, Ill.....	1,738,807 23	344,473 06	187,486 00	532,159 06	1,206,648 17	31
Cincinnati, Ohio.....	595,583 38	104,447 59	75,580 28	180,027 87	415,555 51	30
Cleveland, Ohio.....	289,774 60	40,687 29	36,561 21	77,248 50	212,526 10	27
Columbus, Ohio.....	108,657 31	18,783 95	12,274 82	31,058 77	77,598 54	29
Concord, N. H.....	27,983 10	7,348 65	2,704 81	10,053 46	17,929 64	36
Covington, Ky.....	19,502 24	5,532 56	4,652 21	10,184 77	9,317 47	52
Dallas, Tex.....	36,245 46	10,090 70	4,264 08	14,354 78	21,890 68	39
Davenport, Iowa.....	38,403 76	9,330 17	6,829 12	16,149 29	22,254 47	43
Dayton, Ohio.....	69,413 32	13,325 13	10,852 16	24,177 29	45,236 03	35
Denver, Colo.....	143,078 70	27,461 23	9,231 85	36,713 08	106,365 62	26
Des Moines, Iowa.....	77,602 52	10,540 20	7,061 94	17,602 14	60,000 38	23
Detroit, Mich.....	294,307 47	38,229 52	33,154 17	71,388 69	222,928 78	24
Dubuque, Iowa.....	42,231 69	8,345 75	5,450 00	13,795 75	28,435 94	33
Easton, Pa.....	22,083 26	6,403 83	5,744 61	12,148 44	9,934 82	55
Elizabeth, N. J.....	32,083 26	7,110 12	5,336 78	12,446 90	19,636 36	39
Elmira, N. Y.....	43,651 98	11,413 48	5,455 43	17,268 91	26,383 07	40
Erie, Pa.....	38,820 37	9,048 26	6,787 83	15,836 09	22,984 28	41
Evansville, Ind.....	37,917 03	10,657 05	6,643 92	17,300 97	20,616 06	45
Fall River, Mass.....	30,150 95	8,137 18	5,542 42	13,679 60	16,471 35	44
Fort Wayne, Ind.....	36,092 02	10,033 54	6,845 37	16,378 91	19,713 11	45
Galveston, Tex.....	76,157 91	15,628 45	6,126 03	21,754 48	54,403 43	29
Grand Rapids, Mich.....	71,560 60	10,389 73	8,126 11	18,515 84	53,044 76	26
Harrisburgh, Pa.....	48,072 90	15,427 82	5,400 00	20,827 82	27,245 08	43
Hartford, Conn.....	129,468 40	22,620 25	9,713 48	32,333 73	97,134 67	25
Hoboken, N. J.....	14,294 15	3,952 05	3,482 68	7,434 73	6,859 42	52
Houston, Tex.....	42,786 30	13,058 78	4,741 70	17,800 48	24,985 82	41
Indianapolis, Ind.....	167,061 10	36,867 75	27,857 28	65,725 08	101,336 07	39
Jackson, Mich.....	26,393 02	6,665 90	3,977 26	10,643 16	15,749 86	40
Jersey City, N. J.....	66,798 48	10,942 64	21,478 80	32,421 44	34,377 04	49
Kansas City, Mo.....	167,603 21	24,874 05	16,506 55	41,380 60	126,222 61	25
La Fayette, Ind.....	24,443 44	8,830 43	4,251 20	13,081 73	15,361 71	46
Lancaster, Pa.....	32,347 79	7,186 00	4,930 46	12,116 46	20,231 33	37
Lawrence, Mass.....	30,604 39	8,028 41	7,927 11	15,955 52	14,648 87	52
Leadville, Colo.....	44,723 61	18,332 70	4,285 05	22,617 75	22,105 86	51
Leavenworth, Kans.....	27,861 84	8,292 60	3,693 20	11,985 80	15,876 04	43
Little Rock, Ark.....	32,423 32	10,909 02	4,259 95	13,168 97	17,254 35	47
Louisville, Ky.....	220,602 50	33,846 45	31,007 98	64,854 43	155,748 07	29
Lowell, Mass.....	66,751 63	9,973 84	9,128 59	19,102 43	47,649 20	29
Lynn, Mass.....	42,334 18	7,445 50	8,120 87	15,566 37	26,767 81	37
Macon, Ga.....	26,164 47	8,649 33	3,372 80	12,022 13	14,142 34	46
Manchester, N. H.....	32,320 62	7,158 61	5,067 55	12,226 16	20,094 46	38
Mansfield, Ohio.....	25,952 11	6,008 05	2,508 96	8,517 01	17,435 10	33
Memphis, Tenn.....	77,065 71	20,868 33	11,068 00	31,936 33	45,129 38	41
Meriden, Conn.....	28,618 43	6,018 91	8,400 00	9,418 91	19,199 52	32
Milwaukee, Wis.....	231,849 47	33,073 68	30,148 04	63,221 72	168,627 75	27
Minneapolis, Minn.....	126,507 52	24,234 83	12,321 69	36,556 52	89,951 00	29
Mobile, Ala.....	47,748 47	14,444 59	5,114 19	19,558 78	28,189 69	41
Nashville, Tenn.....	92,253 71	17,887 14	9,610 68	27,497 82	64,755 89	30
Newark, N. J.....	128,360 44	14,944 46	25,284 61	40,229 07	88,131 37	32
New Bedford, Mass.....	34,649 10	6,120 50	7,115 91	13,236 41	21,412 69	38
New Haven, Conn.....	115,649 95	19,389 92	16,492 10	35,882 02	79,767 93	31
New Orleans, La.....	266,284 79	57,919 47	44,434 64	102,754 11	163,530 68	39
New York, N. Y.....	4,200,066 07	874,871 21	457,796 41	1,332,667 62	2,867,398 45	32
Norfolk, Va.....	46,430 75	9,838 21	5,509 00	15,347 21	31,083 54	33
Oakland, Cal.....	33,921 50	11,945 95	7,642 41	19,588 36	14,333 14	58
Omaha, Nebr.....	86,158 28	17,954 12	8,937 49	26,891 61	59,266 67	31
Oswego, N. Y.....	26,814 25	6,488 94	5,116 17	11,605 11	15,209 14	43
Paterson, N. J.....	32,512 89	6,434 33	7,146 51	13,580 84	18,932 05	42
Peoria, Ill.....	67,237 68	11,110 23	7,179 38	18,289 61	48,948 07	27

No. 9.—Table showing the receipts, expenditures, and net revenue, &amp;c.—Continued.

Office.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Petersburgh, Va....	\$19,489 03	\$6,096 21	\$4,671 72	\$10,767 93	\$8,721 10	54
Philadelphia, Pa....	1,477,494 95	237,476 59	293,698 77	531,175 36	946,319 59	36
Pittsburgh, Pa....	326,582 25	52,388 21	33,967 25	86,355 46	240,226 79	26
Portland, Me....	98,277 14	22,098 42	8,500 80	30,599 22	67,677 92	31
Portland, Oreg....	54,670 97	10,701 80	4,508 75	15,210 55	39,460 42	28
Pottsville, Pa....	15,358 70	5,119 55	3,400 00	8,519 55	6,839 15	56
Poughkeepsie, N. Y.	39,010 63	10,053 23	5,971 95	16,025 18	22,985 45	39
Providence, R. I....	182,809 81	25,201 38	26,412 43	51,613 81	131,196 00	28
Quincy, Ill....	41,439 87	10,879 94	6,732 87	17,112 81	24,327 86	41
Reading, Pa....	44,800 59	8,746 03	8,491 39	17,237 42	27,563 17	38
Richmond, Ind....	26,979 29	6,717 64	3,530 94	10,248 58	16,730 71	38
Richmond, Va....	112,094 68	21,293 10	14,460 08	35,753 18	76,341 50	32
Rochester, N. Y....	199,764 25	26,017 63	24,385 51	50,403 14	149,361 11	25
Sacramento, Cal....	43,964 37	16,084 53	4,770 96	20,855 49	23,108 88	47
Saint Joseph, Mo....	68,916 95	12,484 35	7,610 27	20,094 62	48,822 33	29
Saint Louis, Mo....	766,592 21	145,212 51	119,647 59	264,860 10	501,732 11	35
Saint Paul, Minn....	149,830 84	19,357 29	13,953 25	33,310 54	116,520 30	22
Salem, Mass....	25,456 78	6,465 18	5,239 13	11,704 31	13,752 47	41
San Francisco, Cal..	509,767 79	98,143 95	61,650 81	159,794 76	349,973 03	31
Savannah, Ga....	64,004 49	16,032 41	5,900 00	21,932 41	42,072 08	34
Springfield, Ill....	34,158 80	8,547 49	5,230 05	13,777 54	20,381 26	40
Springfield, Mass...	75,117 22	12,197 79	6,802 10	18,999 89	56,117 33	25
Springfield, Ohio....	52,839 66	10,236 75	5,192 75	15,429 50	37,410 16	29
Syracuse, N. Y....	110,463 33	20,152 63	15,263 58	35,416 21	75,047 12	32
Terre Haute, Ind...	35,180 43	10,946 99	6,356 15	17,303 14	17,877 29	49
Toledo, Ohio....	117,702 12	20,237 79	12,955 85	33,193 64	84,508 48	28
Topeka, Kans....	50,121 34	10,988 68	4,499 88	15,488 56	34,632 78	31
Trenton, N. J....	51,250 61	8,808 27	5,528 21	14,336 48	36,914 13	28
Troy, N. Y....	88,358 68	19,447 24	13,973 81	33,421 05	54,937 63	38
Utica, N. Y....	63,768 58	11,124 99	10,296 26	21,411 25	42,357 33	34
Washington, D. C....	257,049 67	134,147 57	48,477 99	182,625 56	74,424 11	71
Wheeling, W. Va...	42,897 54	11,535 03	6,663 43	18,198 46	24,699 08	42
Wilmington, Del....	47,353 26	9,087 58	8,562 53	17,650 11	29,703 15	37
Worcester, Mass....	92,187 69	14,225 02	10,948 96	25,173 98	67,013 71	27
Zanesville, Ohio....	23,841 88	6,605 13	3,469 62	10,074 75	13,767 13	42
Total.....	19,414,772 80	3,815,736 41	2,617,574 56	6,433,310 97	12,981,461 83	.....



in the United States, for the fiscal year ended June 30, 1882.

Domestic.				International.					
Transfers from postage funds.	Number of orders issued.	Canada.		Great Britain and Ireland.			German Empire.		
		Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
\$4,288 45	90	\$2,188 77	\$36 40	377	\$7,343 27	\$189 70	351	\$6,740 19	\$116 85
330 00	72	2,869 00	43 95	206	6,382 39	145 15	119	3,939 99	61 00
4,276 17	44	553 20	9 75	172	3,181 86	84 30	241	3,843 12	68 45
35,867 58	1,715	45,400 41	737 20	5,610	95,540 96	2,573 05	4,989	112,862 98	1,857 60
5,955 46	1,642	47,879 99	761 15	9,410	211,476 86	5,216 95	919	20,480 43	342 00
17,433 58	805	16,825 59	287 30	5,602	68,324 75	2,092 20	1,908	29,995 06	548 40
4,997 27	402	9,940 64	165 60	361	7,035 53	198 10	223	4,094 51	73 30
2,437 94	18	356 39	6 25	462	5,845 35	175 90	224	3,337 17	59 70
	179	3,172 39	54 00	740	9,349 45	289 00	660	12,757 43	218 55
6,501 78	134	3,725 62	61 15	272	7,045 00	168 50	257	6,004 03	102 45
5,457 00	275	7,346 07	119 90	539	10,541 30	271 65	673	16,406 60	271 20
527 00	76	2,862 85	44 95	279	7,966 03	188 60	89	2,156 32	35 25
87,303 85	3,905	79,444 28	1,348 20	16,211	240,584 65	6,823 40	18,546	294,154 41	5,345 25
29,331 45	329	5,314 32	97 30	1,951	25,962 52	772 45	2,990	43,446 56	803 45
36,385 96	405	7,207 16	130 40	1,909	27,495 20	796 45	2,453	40,470 08	725 80
28,686 54	159	3,044 43	58 15	808	12,634 70	353 85	586	10,723 24	193 75
16,362 39	152	2,438 63	44 30	828	13,407 89	366 05	1,016	17,512 62	309 60
1,385 14	229	6,634 10	105 30	618	11,941 77	309 00	881	16,936 03	286 65
17,313 26	1,695	35,439 02	598 55	1,553	21,987 83	632 95	174	3,009 99	53 80
7,732 07	194	4,443 67	73 75	1,702	22,783 10	682 00	2,535	35,948 22	663 55
54,486 39	9,893	200,449 84	3,410 75	17,993	228,103 12	6,877 55	3,072	53,435 96	944 30
33,476 41	6,965	143,154 23	2,423 35	7,049	107,118 20	3,019 05	4,299	60,974 64	1,142 85
15,663 28	2,003	52,679 08	847 70	1,441	24,004 43	656 15	1,868	28,230 19	517 15
6,289 79	18	330 50	5 55	88	1,649 36	42 00	71	1,456 29	25 05
47,023 90	632	13,647 30	234 45	3,435	56,403 42	1,536 15	3,821	71,250 69	1,251 30
149 25	390	11,342 81	182 00	1,064	28,007 10	655 90	133	3,759 36	61 35
38,487 12	198	3,946 43	66 70	609	8,799 05	251 75	768	13,712 29	242 00
375 31	407	12,926 80	205 70	861	19,238 84	470 80	205	5,349 73	86 10
9,777 73	465	8,603 32	154 70	1,629	19,922 51	606 80	262	4,242 27	76 90
31,150 00	701	14,456 46	247 60	12,536	145,643 79	4,482 10	5,846	88,801 85	1,627 35
90 00	19	831 10	14 25	36	878 51	22 05	57	1,685 99	27 40
96,929 96	6,362	116,147 50	2,029 80	45,659	591,231 51	17,595 15	32,390	582,672 21	10,516 55
3,164 60	32	874 02	16 20	139	3,129 78	77 60	348	10,010 00	161 70
97,097 91	1,656	28,996 98	523 55	12,284	173,055 03	5,006 70	8,069	128,218 11	2,318 90
2,435 00	351	9,355 81	152 70	692	14,987 36	372 25	678	17,018 46	273 45
59,943 02	2,017	33,366 29	583 10	16,426	310,838 33	9,330 00	5,980	138,892 65	2,518 50
1,516 50	810	13,265 81	239 15	3,975	53,353 30	1,558 25	491	8,703 78	152 25
415 66	43	1,006 68	16 95	234	5,395 21	132 40	592	19,457 55	304 05
13,717 62	134	2,534 20	43 10	656	9,946 43	268 60	312	5,952 75	104 05
23,231 45	200	5,033 87	83 50	1,411	30,648 87	773 10	1,863	36,064 82	620 30
277 00	98	2,717 19	46 70	117	14,653 17	433 30	93	2,319 47	38 40
13,720 00	290	3,384 99	72 90	751	11,054 80	311 70	76	1,544 60	26 85
15,774 84	230	4,327 39	73 00	656	11,874 03	314 65	479	10,796 18	182 45
501 42	243	7,606 36	123 10	184	5,936 75	143 25	179	5,169 79	81 10
5,767 67	17	515 07	8 65	401	6,027 05	172 30	218	3,319 64	62 15
23,272 89	1,468	38,344 25	628 10	1,943	31,217 11	857 65	4,283	67,836 82	1,252 75
.....	67	1,709 81	27 75	414	9,514 62	231 85	83	2,010 35	33 30
905,707 61	43,229	1,018,641 62	17,244 55	182,293	2,740,362 09	78,526 30	116,370	2,057,705 42	36,785 70



## No. 11.—Statement of the money-order transactions at post-offices

States and Territories.	Domestic.					
	Number of orders issued.	Balance from last year.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.
Alabama .....	140,525	\$29,281 47	\$1,936,118 04	\$17,591 45	\$51 05	\$1,047,812 97
Arizona .....	20,938	16,021 06	520,435 95	3,377 80		
Arkansas .....	127,638	35,161 45	2,266,352 71	17,833 85	52 59	1,452,284 34
California .....	274,333	65,762 10	4,208,786 78	36,229 65		3,293,210 27
Colorado .....	150,034	64,287 46	2,640,372 23	20,585 90		1,592,197 00
Connecticut .....	96,716	6,933 02	1,180,974 13	11,606 90		394,781 00
Dakota .....	51,543	15,604 63	779,772 94	6,689 85		126,738 00
Delaware .....	14,169	2,286 75	149,784 20	1,645 50		7,290 00
District of Columbia ..	32,432	9,086 51	504,212 83	4,185 95	1 44	1,317,835 96
Florida .....	62,847	15,699 33	1,060,204 11	8,524 85		185,515 00
Georgia .....	163,688	33,793 17	2,301,900 66	20,629 00		1,947,724 00
Idaho .....	21,608	5,319 36	468,666 73	3,221 60		88,099 00
Illinois .....	728,589	99,923 59	8,809,674 51	88,654 70	240 54	9,542,838 93
Indiana .....	376,586	33,093 35	4,231,257 03	44,410 35		1,755,043 60
Indian Territory .....	3,976	320 30	72,474 88	567 85		
Iowa .....	542,963	57,905 40	5,934,259 16	63,764 60		2,479,173 94
Kansas .....	353,658	44,046 90	4,531,258 68	43,540 25		1,033,651 43
Kentucky .....	130,912	17,472 88	1,688,868 96	16,139 65	3 89	1,603,894 00
Louisiana .....	109,255	61,558 19	2,181,041 29	15,963 80	18 26	3,589,274 16
Maine .....	89,118	15,147 43	1,300,046 68	11,323 30	33	764,992 00
Maryland .....	66,582	8,567 43	951,336 74	8,839 70		1,318,951 20
Massachusetts .....	223,997	23,749 64	3,069,107 97	27,778 60		2,146,155 30
Michigan .....	415,342	61,445 31	5,255,960 10	50,615 30	03	2,708,525 00
Minnesota .....	208,794	33,384 57	2,650,211 88	25,539 00		1,859,791 58
Mississippi .....	174,183	29,706 05	2,457,775 92	22,200 15	25	69,340 00
Missouri .....	346,133	55,180 31	4,424,345 47	42,517 00	21 65	8,148,181 80
Montana .....	26,796	17,024 13	515,649 00	4,010 55		212,226 00
Nebraska .....	171,283	35,636 64	2,167,922 73	21,108 30		1,507,742 00
Nevada .....	45,561	12,204 82	912,802 99	6,657 95	21 22	765 00
New Hampshire .....	58,667	5,135 17	670,504 49	6,685 10		113,596 00
New Jersey .....	85,101	9,756 17	1,159,181 56	10,596 90		358,309 00
New Mexico .....	16,067	10,994 46	268,375 42	2,151 25		189,861 41
New York .....	568,397	51,071 92	7,488,215 35	70,299 70	249 41	27,800,767 74
North Carolina .....	127,149	18,647 94	1,878,884 18	16,497 35		263,193 00
Ohio .....	568,015	51,084 40	6,401,052 55	67,942 95	45 83	4,442,814 32
Oregon .....	84,554	21,242 11	1,679,959 49	12,467 50	120 00	1,443,626 00
Pennsylvania .....	441,196	60,595 73	5,212,354 08	52,947 35		4,335,315 39
Rhode Island .....	32,417	2,872 26	443,574 52	4,028 30		114,270 00
South Carolina .....	97,404	14,482 70	1,398,091 81	12,401 40		832,337 00
Tennessee .....	165,327	28,577 86	2,530,198 63	21,653 80	1 54	1,807,136 28
Texas .....	383,269	136,536 44	6,646,888 87	53,118 60	04	3,999,302 70
Utah .....	21,101	12,334 33	378,773 33	2,933 50		565,619 00
Vermont .....	55,337	6,583 95	613,598 81	6,500 95		155,363 00
Virginia .....	106,391	18,276 08	1,380,624 41	13,120 45		1,754,821 00
Washington .....	36,894	8,830 33	724,336 89	5,420 20		23,232 00
West Virginia .....	46,324	7,163 06	570,200 94	5,709 90		80,750 00
Wisconsin .....	337,759	53,217 05	4,456,430 26	40,839 75		2,708,683 33
Wyoming .....	19,301	4,073 38	327,797 31	2,612 25		
Total .....	8,420,869	1,427,108 59	113,400,118 21	1,053,710 55	828 07	101,163,030 64

in the United States, for the fiscal year ended June 30, 1882.

Domestic.	International.								
	Canada.			Great Britain and Ireland.			German Empire.		
Transfers from postage funds.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
\$4,288 45	90	\$2,188 77	\$36 40	377	\$7,343 27	\$189 70	351	\$6,740 19	\$116 85
830 00	72	2,869 00	43 95	206	6,882 39	145 15	119	3,939 99	61 69
4,276 17	44	555 20	9 75	172	3,181 86	84 30	241	3,843 12	68 45
35,867 58	1,715	45,400 41	737 20	5,610	95,540 96	2,573 05	4,989	112,862 98	1,857 60
5,955 46	1,642	47,879 99	761 15	9,410	211,476 86	5,216 95	919	20,480 43	342 00
17,533 58	805	16,825 59	287 30	5,602	68,324 75	2,092 20	1,908	29,995 06	548 40
4,997 27	402	9,940 64	165 60	361	7,035 53	198 10	223	4,094 51	73 30
2,437 94	18	356 39	6 25	462	5,845 35	175 90	224	3,337 17	59 70
	179	3,172 89	54 00	740	9,349 45	289 00	660	12,757 43	218 55
6,501 78	134	3,725 62	61 15	272	7,045 00	168 50	257	6,004 03	102 45
5,457 00	275	7,346 07	119 90	539	10,541 30	271 65	673	16,406 60	271 20
527 00	76	2,862 85	44 95	279	7,966 03	188 60	89	2,156 32	35 25
87,303 85	3,905	79,444 28	1,348 20	16,211	240,584 65	6,823 40	18,546	294,154 41	5,345 25
29,331 45	329	5,314 32	97 30	1,951	25,962 52	772 45	2,990	43,446 56	803 45
36,385 96	405	7,207 16	130 40	1,909	27,495 20	796 45	2,453	40,470 08	725 80
26,686 54	159	3,044 43	58 15	808	12,634 70	353 85	586	10,723 24	193 75
16,362 39	152	2,438 63	44 30	828	13,407 89	366 05	1,016	17,512 62	309 60
1,385 14	229	6,634 10	105 30	618	11,941 77	309 00	881	16,936 03	286 65
17,313 26	1,695	35,439 02	598 55	1,553	21,987 83	632 95	174	3,009 99	53 80
7,732 07	194	4,443 67	73 75	1,702	22,783 10	682 00	2,535	35,948 22	663 55
54,486 39	9,893	200,449 84	3,410 75	17,993	228,103 12	6,877 55	3,072	53,435 96	944 30
33,476 41	6,965	143,154 23	2,423 35	7,049	107,118 20	3,019 05	4,299	60,974 64	1,142 85
15,663 28	2,003	52,679 08	847 70	1,441	24,004 43	656 15	1,868	28,230 19	517 15
6,289 79	18	330 50	5 55	88	1,649 36	42 00	71	1,456 29	25 05
47,023 90	632	13,647 30	234 45	3,435	56,403 42	1,536 15	3,821	71,250 69	1,251 30
149 25	390	11,342 81	182 00	1,064	28,007 10	655 90	133	3,759 36	61 35
38,487 12	198	3,946 43	66 70	609	8,799 05	251 75	768	13,712 29	242 00
375 31	407	12,926 30	205 70	861	19,238 84	470 80	205	5,349 73	86 10
9,777 73	465	8,603 32	154 70	1,629	19,922 51	606 80	262	4,242 27	76 90
31,150 00	701	14,456 46	247 60	12,536	145,643 79	4,482 10	5,846	88,801 85	1,627 35
90 00	19	831 10	14 25	36	878 51	22 05	57	1,685 99	27 40
96,929 96	6,362	116,147 50	2,029 80	45,659	591,231 51	17,595 15	32,390	582,672 21	10,516 56
3,164 60	32	874 02	16 20	139	3,129 78	77 60	348	10,010 00	161 70
97,097 91	1,656	28,996 98	523 55	12,284	173,055 03	5,006 70	8,069	128,218 11	2,318 90
2,435 00	351	9,355 81	152 70	692	14,987 36	372 25	678	17,018 46	273 45
59,943 02	2,017	33,366 29	583 10	16,426	310,838 33	9,330 00	5,980	138,892 65	2,518 50
1,516 50	810	13,265 81	239 15	3,975	53,353 30	1,558 25	491	8,703 78	152 25
415 66	43	1,006 68	16 95	234	5,395 21	132 40	592	19,457 55	304 05
13,717 62	134	2,534 20	43 10	656	9,946 43	268 60	312	5,952 75	104 05
23,231 45	200	5,033 87	83 50	1,411	30,648 87	773 10	1,863	36,064 82	620 30
277 00	98	2,717 19	46 70	117	14,653 17	433 30	93	2,319 47	38 40
13,720 00	290	3,384 99	72 90	751	11,054 80	311 70	76	1,544 60	26 85
15,774 84	230	4,327 39	73 00	656	11,874 03	314 65	479	10,796 18	182 45
501 42	243	7,606 36	123 10	184	5,936 75	143 25	179	5,169 79	81 10
5,767 67	17	515 07	8 65	401	6,027 05	172 30	218	3,319 64	62 15
23,272 89	1,468	38,344 25	628 10	1,943	31,217 11	857 65	4,283	67,836 82	1,252 75
.....	67	1,709 81	27 75	414	9,514 62	231 85	83	2,010 35	33 30
906,707 61	48,229	1,018,641 62	17,244 56	182,293	2,740,362 09	78,526 30	116,370	2,057,705 42	36,785 70

## No. 11.—Statement of money-order transactions at post-offices in the

States and Territories.	International—Continued.								
	Switzerland.			Italy.			France.		
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama .....	14	\$414 50	\$9 60	33	\$943 00	\$15 15	44	\$1,044 64	\$17 25
Arizona .....	2	95 00	1 50	14	615 00	9 30	33	514 87	9 00
Arkansas .....	5	83 00	1 90	21	488 26	7 95	2	98 76	1 50
California .....	606	15,731 41	358 35	617	14,973 31	244 25	477	6,786 12	123 85
Colorado .....	97	2,850 26	58 15	383	14,289 68	220 95	55	1,711 29	26 85
Connecticut .....	60	1,080 95	21 45	665	12,770 24	212 35	59	882 26	16 95
Dakota .....				4	200 00	3 00	2	10 60	30
Delaware .....	14	268 50	7 05	7	83 00	2 20	10	368 13	5 85
District of Columbia .....	46	794 28	16 60	84	1,392 27	28 85	138	2,736 78	48 60
Florida .....	7	233 76	4 15	54	1,592 89	25 50	35	880 41	14 10
Georgia .....	47	1,100 80	23 10	57	1,773 15	28 05	39	723 95	12 75
Idaho .....	5	218 76	3 45	1	20 00	30	9	155 00	2 40
Illinois .....	1,889	36,089 40	831 69	3,231	94,935 77	1,490 85	321	5,560 98	100 75
Indiana .....	96	1,671 73	35 65	70	2,201 94	35 40	50	586 98	11 55
Indian Territory .....									
Iowa .....	135	3,247 95	72 05	22	458 48	7 65	39	361 81	8 10
Kansas .....	28	484 38	10 60	12	186 75	4 30	19	280 08	5 80
Kentucky .....	95	2,363 44	47 45	86	2,178 29	35 70	83	1,438 59	26 10
Louisiana .....	99	2,529 38	59 05	1,328	32,816 22	585 05	394	5,560 14	103 20
Maine .....	3	51 88	1 00	28	483 51	8 40	9	78 85	1 80
Maryland .....	41	709 48	17 60	265	5,195 48	89 05	91	1,184 57	23 85
Massachusetts .....	239	4,489 01	103 10	1,212	27,935 71	463 00	449	7,085 81	131 90
Michigan .....	98	1,385 25	30 70	116	3,260 81	52 95	101	1,593 44	30 00
Minnesota .....	68	1,403 93	31 00	56	1,536 38	24 90	58	1,147 78	19 95
Mississippi .....				70	2,820 33	43 20	9	169 45	2 85
Missouri .....	671	13,775 63	301 60	737	21,601 36	345 60	120	2,118 73	39 60
Montana .....	5	92 00	1 65	41	1,538 18	24 15	9	345 00	5 40
Nebraska .....	9	96 00	2 45	19	529 26	8 65	4	60 00	1 20
Nevada .....	18	249 94	5 45	77	2,577 23	40 65	22	683 00	10 65
New Hampshire .....	7	176 00	3 35	2	20 00	30	2	41 49	1 20
New Jersey .....	206	4,287 74	83 75	350	7,956 24	130 65	210	3,931 94	67 75
New Mexico .....				44	1,515 04	24 65	2	6 40	30
New York .....	2,826	58,449 93	1,306 20	2,301	53,962 60	877 50	2,234	35,467 32	653 00
North Carolina .....	1	12 00	50	13	550 00	8 40	3	7 21	45
Ohio .....	795	14,776 83	335 60	472	12,235 95	199 40	152	2,616 07	47 95
Oregon .....	65	1,553 73	36 40	33	1,046 92	16 50	26	877 68	14 70
Pennsylvania .....	859	19,027 83	413 85	838	59,439 36	960 00	304	4,828 89	88 75
Rhode Island .....	30	354 01	8 20	105	1,551 30	28 05	91	1,932 09	33 85
South Carolina .....	4	159 26	3 40	34	766 78	13 05	21	391 88	7 20
Tennessee .....	178	2,973 19	66 45	150	3,002 87	49 80	16	266 64	4 65
Texas .....	202	4,836 68	94 15	340	10,597 25	168 50	141	2,593 59	45 55
Utah .....	27	438 55	9 70	5	86 00	1 50	11	261 32	4 35
Vermont .....				14	175 91	3 00	16	310 03	6 15
Virginia .....	13	237 88	5 75	134	3,312 29	54 40	43	963 12	16 95
Washington .....	3	100 74	1 65				7	91 00	1 95
West Virginia .....	15	408 00	8 35	3	105 00	1 65	12	169 47	3 15
Wisconsin .....	457	6,517 07	157 95	82	2,443 64	39 00	38	793 94	13 80
Wyoming .....				3	55 00	90	5	70 00	1 05
Total .....	10,080	205,820 06	4,591 50	14,233	408,221 60	6,579 60	6,015	99,788 10	1,815 45

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International—Continued.												
Jamaica.			New Zealand.			New South Wales.			Victoria.			Balance due postmasters.
Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	
						1	\$2 92	\$0 15				\$16 62
												95 58
11	\$153 77	\$2 70	22	\$491 54	\$8 25	25	651 24	10 65	24	\$721 87	\$11 55	58 84
			1	1 60	15	8	361 10	5 25	1	15 00	30	2 9 42
2	73 05	1 20							2	78 33	1 20	19 37
												137 82
												10 83
												4 76
2	38 96	60										43 29
												71 33
1	23 13	45	5	161 50	2 55	4	200 00	3 00				
			2	38 96	75	3	120 00	1 80				714 04
												456 26
												405 29
												430 63
1	11 99	30							1	5 00	15	316 24
						1	45 94	75				18 54
			1	1 22	15				3	145 71	2 25	71 30
			3	100 00	1 65	1	24 35	45	1	10 00	15	206 43
1	9 00	15				1	48 70	75				507 49
			1	48 70	1 00				3	34 35	60	412 12
												102 77
2	15 00	30	2	9 89	30							552 53
									1	25 00	45	513 67
						1	20 00	30				133 17
1	4 00	25	3	82 79	1 35	1	48 70	75				111 88
												198 61
20	438 63	8 45	10	242 75	4 20	19	683 76	10 65	9	143 90	2 85	1,006 00
1	50 00	75	4	43 48	95	1	48 70	75	1	2 19	15	115 20
			6	300 00	5 75							461 73
1	10 00	15	2	39 35	75	2	40 34	75	1	19 48	30	32 01
						1	50 00	75				802 23
2	89 70	1 35										8 00
												127 80
												77 57
												391 83
												2 33
												110 61
												326 45
												163 96
												518 65
45	917 23	16 65	62	1,561 78	27 80	69	2,345 75	36 75	47	1,200 83	19 95	9,990 70

## No. 11.—Statement of money-order transactions at post-offices in the

States and Territories.	Number of orders paid.	Amount of orders paid.	Domestic.			Deposits.	International.
			Amount of orders repaid.	Transferred to postage.			Canada.
							Number of orders paid.
Alabama .....	61,409	\$949,175 15	\$13,287 38	\$31 96	\$2,052,473 00		9
Arizona .....	4,330	130,569 08	2,899 13		409,020 00		15
Arkansas .....	54,389	1,050,510 19	21,051 56	116,885 60	2,541,928 90		27
California .....	226,026	4,348,327 88	32,047 90	258 60	3,364,340 77		1,879
Colorado .....	70,817	1,384,690 69	23,682 08	11 86	3,134,834 50		160
Connecticut .....	95,523	1,177,739 99	6,008 00	78 00	506,275 00		1,895
Dakota .....	17,109	352,709 72	7,235 40	24 56	556,390 44		196
Delaware .....	7,413	110,359 92	872 82	330 84	57,240 74		21
District of Columbia ..	66,849	765,045 05	4,416 27		1,009,828 08		323
Florida .....	29,647	611,856 57	8,835 37	3,223 00	639,630 00		63
Georgia .....	141,859	2,048,219 04	12,925 76	282 00	2,241,798 00		45
Idaho .....	4,533	139,915 85	3,226 18	33,173 00	385,273 00		5
Illinois .....	1,061,471	11,924,187 81	62,793 25	20,737 89	6,989,953 88		3,730
Indiana .....	252,892	3,424,051 78	25,882 48	1,443 09	2,628,150 27		410
Indian Territory .....	572	12,402 88	257 62		59,408 50		
Iowa .....	324,201	4,538,981 47	41,930 45	373 63	3,896,361 52		263
Kansas .....	191,620	3,261,070 97	38,690 62	145 27	2,313,247 00		89
Kentucky .....	149,523	2,374,946 23	10,943 48	259 75	951,372 15		109
Louisiana .....	164,832	2,388,475 82	12,936 99	2,500 00	3,414,023 16		231
Maine .....	124,807	1,516,074 00	5,553 81		592,540 00		2,284
Maryland .....	110,966	1,828,716 10	6,024 48	98 43	490,021 92		299
Massachusetts .....	464,332	4,607,177 55	17,583 87	434 00	997,845 79		7,628
Michigan .....	317,102	4,368,455 57	36,416 17	584 00	3,782,410 00		3,621
Minnesota .....	130,453	1,998,306 78	19,352 72	425 00	2,531,742 00		956
Mississippi .....	57,978	795,941 87	16,556 77	340 08	1,731,041 82		7
Missouri .....	481,064	7,435,384 22	32,891 65	19,587 80	5,232,105 09		483
Montana .....	6,126	143,314 56	3,528 89		619,902 64		80
Nebraska .....	90,507	1,495,926 78	17,756 55	645 22	2,191,869 19		202
Nevada .....	10,065	234,536 50	6,537 83		718,096 00		30
New Hampshire .....	39,806	588,339 55	3,450 33	96 00	230,119 51		248
New Jersey .....	78,836	1,301,196 11	7,106 35	103 01	445,535 00		701
New Mexico .....	4,122	95,767 44	2,088 97		366,414 41		1
New York .....	1,404,675	14,924,817 14	54,122 56	467,260 31	20,739,990 94		16,662
North Carolina .....	53,132	842,544 71	9,457 44	1,462 00	1,310,814 31		7
Ohio .....	670,873	7,718,116 96	42,350 00	60,173 90	3,389,502 89		1,816
Oregon .....	45,978	1,109,093 96	8,497 27	581 00	1,976,028 00		375
Pennsylvania .....	552,519	6,318,653 45	38,152 83	8,634 90	3,677,388 06		2,972
Rhode Island .....	23,110	353,278 43	2,295 19		270,802 00		345
South Carolina .....	43,112	630,694 22	6,611 88	124 50	1,622,772 00		12
Tennessee .....	147,515	2,487,159 19	15,105 58	7,773 58	1,869,664 19		35
Texas .....	206,208	4,220,112 80	49,011 01	2,916 84	6,480,204 04		75
Utah .....	13,582	309,193 92	3,049 70		638,886 70		11
Vermont .....	39,925	569,600 64	3,736 67	117 93	199,611 50		338
Virginia .....	86,969	1,395,571 40	7,548 61	529 85	1,771,153 92		90
Washington .....	12,329	356,665 44	4,703 58		396,778 00		181
West Virginia .....	22,573	348,369 39	3,583 22	68 50	315,889 55		5
Wisconsin .....	233,302	3,525,371 69	27,578 32	488 98	3,698,087 21		587
Wyoming .....	4,487	93,619 38	2,431 07		245,345 05		15
To al.....	8,401,668	112,605,295 84	783,006 06	752,204 88	105,684,110 64		49,537

United States for the fiscal year ended June 30, 1882—Continued.

International—Continued.

Canada.		Great Britain and Ireland.			German Empire.			Switzerland.		
Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
\$247 36	.....	47	\$1, 326 09	.....	67	\$2, 459 09	\$35 00	17	\$432 21	.....
464 24	.....	7	163 61	\$354 87	6	150 00	.....	2	63 00	.....
833 21	\$25 00	47	1, 228 86	.....	384	14, 589 63	30 40	29	979 59	.....
47, 698 62	92 50	690	13, 166 91	293 48	834	27, 514 67	470 58	62	1, 780 31	.....
9, 183 94	215 00	190	4, 549 58	68 49	181	6, 972 52	156 50	125	1, 746 17	\$5 00
17, 678 54	30 00	417	7, 061 29	76 30	296	8, 574 76	232 64	15	366 03	.....
7, 849 68	105 00	45	1, 278 57	20 00	285	10, 851 49	14 00	14	469 97	.....
274 59	.....	57	926 74	14 61	30	757 69	35 00	3	118 60	.....
5, 191 96	20 00	214	3, 232 24	14 62	149	3, 115 40	9 94	21	504 25	.....
1, 495 58	.....	53	1, 265 45	.....	42	1, 133 84	35 00	7	266 79	.....
908 46	.....	52	1, 300 38	125 00	48	1, 763 60	102 00	10	299 15	.....
174 70	.....	11	217 92	.....	19	799 26	60 00	13	429 35	.....
50, 132 95	199 85	1, 682	30, 702 19	276 22	4, 193	133, 661 71	1, 416 57	374	10, 454 85	54 15
6, 239 19	65 00	260	5, 049 54	118 17	644	24, 411 38	308 26	75	2, 092 12	.....
6, 475 22	32 50	370	8, 226 49	29 22	1, 437	51, 464 73	412 95	115	3, 481 89	.....
2, 609 88	55 00	263	5, 996 67	.....	551	19, 684 13	184 10	112	3, 701 98	.....
2, 003 85	.....	88	1, 841 73	5 00	277	8, 644 97	55 25	62	1, 893 15	.....
2, 529 58	25 00	163	2, 430 74	15 00	351	11, 285 19	42 00	68	2, 440 67	.....
30, 622 74	125 00	143	3, 073 36	5 00	21	703 13	.....	.....	.....	.....
5, 339 26	1 00	289	4, 410 38	200 63	570	13, 944 54	122 95	50	1, 393 77	.....
121, 664 89	701 44	2, 083	32, 148 34	403 82	472	11, 201 45	112 50	43	734 76	.....
86, 297 29	496 35	661	13, 138 27	313 05	1, 408	46, 433 68	505 40	163	4, 883 35	41 00
26, 943 00	257 69	253	4, 753 00	10 00	1, 477	56, 914 83	277 95	244	8, 427 63	.....
65 85	.....	23	429 72	10 00	62	2, 309 54	25 00	12	520 08	.....
11, 241 69	23 00	476	8, 442 41	97 47	1, 704	53, 068 46	332 00	224	5, 681 71	.....
3, 618 75	50 00	29	607 18	26 21	27	894 14	35 00	6	288 26	.....
6, 960 99	.....	205	4, 472 16	.....	796	28, 755 22	135 38	230	8, 283 38	.....
1, 031 75	.....	11	356 28	20 00	18	518 87	.....	.....	.....	.....
4, 882 42	.....	81	1, 703 95	88 07	12	307 16	.....	1	5 79	.....
12, 374 00	66 50	1, 073	18, 734 14	438 29	1, 283	33, 680 36	425 75	76	2, 307 49	40 00
10 00	.....	8	71 96	.....	19	569 88	.....	.....	.....	.....
196, 552 16	817 96	9, 383	119, 111 71	1, 011 97	9, 276	228, 053 54	2, 499 22	938	22, 107 74	254 10
229 40	.....	32	674 98	32 43	28	667 02	14 70	10	250 74	.....
27, 729 74	112 28	1, 159	22, 485 39	190 32	1, 892	58, 797 78	411 59	206	6, 183 74	79 50
10, 446 48	30 00	85	1, 687 93	.....	82	2, 905 89	.....	17	574 95	.....
36, 931 73	456 66	2, 904	48, 422 21	844 23	2, 389	62, 374 82	843 22	250	6, 097 75	14 75
7, 086 69	77 00	300	5, 798 75	84 22	36	890 59	.....	5	42 72	.....
263 90	.....	46	605 36	.....	52	1, 628 41	.....	1	2 51	.....
662 32	.....	93	2, 031 12	20 00	95	2, 671 70	5 00	47	1, 658 41	.....
2, 478 57	5 00	336	8, 691 86	32 99	959	35, 557 17	182 00	69	1, 901 13	.....
232 50	2 00	101	2, 098 83	38 00	33	1, 167 96	.....	8	242 74	.....
7, 453 70	.....	31	671 69	9 75	11	211 29	.....	3	33 76	.....
1, 940 87	.....	197	4, 319 01	1 00	72	1, 674 37	75 00	19	592 46	20 00
5, 141 50	.....	21	824 15	.....	38	1, 745 28	38 05	3	142 36	.....
187 49	.....	44	1, 033 28	5 00	54	1, 383 03	65 00	27	894 93	.....
14, 180 06	210 00	205	6, 462 83	64 31	2, 292	75, 800 30	715 25	244	8, 429 81	350 75
562 72	.....	12	451 68	122 22	7	276 30	.....	.....	.....	.....
785, 316 01	4, 296 73	24, 940	407, 766 93	5, 479 96	34, 974	1, 047, 940 77	10, 421 15	4, 020	113, 292 05	859 25

## No. 11.—Statement of money-order transactions at post offices in the

## International—Continued.

States and Territories.	Italy.			France.			Jamaica.		
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
Alabama	1	\$11 45		9	\$301 10				
Arizona				2	51 46				
Arkansas	3	114 48		12	337 46				
California	30	1,024 51	\$25 00	159	4,646 79	\$65 00			
Colorado			60 00	61	986 46				
Connecticut	16	695 08	54 00	40	674 63	72	1	\$1 91	
Dakota				1	19 04				
Delaware				13	539 22				
District of Columbia	26	663 35	5 00	52	1,026 29		1	1 22	
Florida	1	47 70		11	322 03		6	151 32	
Georgia	1	19 08		5	164 99	20 00			
Idaho						30 00			
Illinois	34	1,073 05	82 00	110	2,853 07	50	8	95 09	
Indiana	3	30 52		15	270 63	10 00			
Indian Territory									
Iowa	5	62 77		30	937 67	5 40	2	58 44	
Kansas	6	239 46		39	1,538 52				
Kentucky	3	114 48		18	315 74				
Louisiana	48	1,731 60	96 00	236	6,826 08	4 29	4	58 58	
Maine	1	7 63		11	298 28		2	27 35	
Maryland	34	1,280 00	5 00	36	673 32		6	192 20	
Massachusetts	42	1,126 45	20 98	106	1,505 36	145 48	12	302 50	
Michigan	6	255 29		39	1,226 07	88 88	4	34 60	
Minnesota	3	97 80		7	200 69				
Mississippi	2	56 29		4	40 59				
Missouri	12	399 82		83	2,626 51		1	24 35	
Montana									
Nebraska	4	190 80		14	600 54				
Nevada	8	301 58		3	142 85	20 00			
New Hampshire				2	88 09	7 54			
New Jersey	10	350 30		58	1,236 00	1 98	4	102 27	
New Mexico									
New York	291	5,471 32	146 00	1,196	18,616 38	278 93	216	6,786 55	
North Carolina				1	38 09				
Ohio	16	484 15	50 00	57	1,064 71	5 00	5	29 54	
Oregon				7	138 97				
Pennsylvania	60	1,089 74	132 00	158	3,607 69	40 00	22	403 60	
Rhode Island	6	142 01		10	236 13				
South Carolina				2	100 00	1 38			
Tennessee	5	162 18	10 00	7	83 17				
Texas	26	1,123 35		34	873 89				
Utah	10	477 00							
Vermont				2	39 23		1	4 87	
Virginia	17	654 15	30 00	24	548 92	20 00	1	4 87	
Washington				9	328 07				
West Virginia				5	23 03				
Wisconsin	8	119 48		40	1,225 03		1	4 87	
Wyoming									
Total	738	19,616 87	715 98	2,728	57,352 79	745 10	297	8,284 13	



## REVÈNUES AND EXPENDITURES.

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*United States during the fiscal year ended June 30, 1882—Continued.*

International—Continued.									Total.			
New Zealand.			New South Wales.			Victoria.			Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
									\$220 05	\$8,016 46	\$25,981 18	\$224 96
									23 00	1,490 56	9,698 19	
14	\$1,793 22		19	\$509 41		35	\$644 80		1,005 95	8,879 84	25,639 05	402 28
									3,600 66	23,099 71	67,796 16	119 38
									34 62	9,587 38	52,252 28	98 31
8	150 55		1	1 28		2	29 22		44 15	7,414 38	12,010 29	280 97
									421 03	3,217 28	15,757 71	11 21
									19 75	856 29	1,614 84	2 99
1	14					3	64 83		59,426 80	5,441 10	8,169 34	
									109 97	4,430 86	23,526 33	14 11
									495 73	11,534 09	28,211 53	64 43
									581 25	1,460 40	14,284 52	95 17
25	517 59		10	256 87		6	161 80		2,688 92	66,484 48	96,998 48	586 01
2	31 16		1	14 61					449 30	23,208 78	32,532 99	212 33
										220 28	934 00	119 75
									817 27	32,964 00	68,848 29	1,411 57
2	34 09								604 02	22,675 10	36,919 41	198 24
1	4 87								2,403 76	11,452 99	16,801 61	167 66
									2,277 08	8,871 35	70,511 34	12 24
1	24 35		1	24 35		1	1 52		103 98	8,360 68	18,487 68	55 71
3	76 09								65	7,850 84	7,155 50	90 11
78	3,103 38		10	223 63		12	198 62		245 35	26,049 29	31,954 85	420 74
			1	19 48		1	4 26		134 33	29,608 58	63,007 82	324 90
2	97 40								168 26	13,901 48	33,903 18	96 96
			1	29 22					35 56	9,419 05	35,501 76	86 07
3	82 38		2	48 70					2,957 84	32,726 57	61,803 82	789 63
									45 65	1,856 85	20,931 15	
									16 75	11,194 31	31,825 11	113 36
						1	24 35		8 88	2,914 11	10,182 98	
									24 42	3,796 06	6,453 23	207 09
14	351 32					2	58 44		18 80	7,528 10	8,963 47	319 62
										987 54	10,568 03	
218	2,178 08		36	687 27		56	1,181 64		38,243 38	98,087 93	57,075 38	632 93
									3,063 60	7,648 17	18,333 02	99 52
7	88 24					1	24 35		226 20	44,982 85	55,253 02	635 58
			3	126 50					523 36	6,789 85	88,440 22	59 44
35	464 36		6	62 68		5	63 79		469 30	37,166 48	59,205 77	836 45
1	48 70					1	48 70		362 25	1,950 43	4,344 77	11 80
									14 85	5,854 94	16,729 58	198 30
2	14 61								346 11	12,946 83	26,035 88	226 16
									2,706 79	27,274 51	117,196 03	261 63
4	48 69					2	48 70		19 60	1,812 44	23,612 63	17 73
1	17 04								37 35	4,461 68	6,636 54	132 61
1	14 61		2	73 05					114 17	8,222 30	21,644 34	348 42
									19 00	2,747 90	12,443 20	
									3 00	2,807 65	6,241 81	21 18
3	37 25					1	48 70		190 10	23,325 49	49,956 43	417 15
1	24 35								28 40	1,141 38	4,134 52	
427	9,202 47		93	2,077 05		129	2,603 72		125,371 24	694,709 62	1,511,549 21	10,424 65



No. 12.—*Statement showing the receipts and disbursements at the money-order offices of the United States during the fiscal year ended June 30, 1882.*

## RECEIPTS.

Balance in the hands of postmasters June 30, 1881 .....	\$1,427,108 59
Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1881 .....	2,321,740 83
Amount deposited with the Assistant United States Treasurer at New York, N. Y. ....	2,054,745 53
Amount received for domestic money-orders issued... \$113,400,118 21	
Amount received for Canadian international money-orders issued.....	1,018,641 62
Amount received for British international money-orders issued.....	2,740,362 09
Amount received for German international money-orders issued.....	2,057,705 42
Amount received for Swiss international money-orders issued.....	205,820 06
Amount received for Italian international money-orders issued.....	408,221 60
Amount received for French international money-orders issued.....	99,738 10
Amount received for Jamaica international money-orders issued.....	917 23
Amount received for New Zealand international money-orders issued.....	1,561 78
Amount received for New South Wales international money-orders issued.....	2,345 75
Amount received for Victoria international money-orders issued.....	1,200 83
Total issued.....	119,936,632 69
Amount received for fees on domestic money-orders issued.....	1,053,710 55
Amount received for fees on Canadian international money orders issued.....	17,244 55
Amount received for fees on British international money-orders issued.....	78,526 30
Amount received for fees on German international money-orders issued.....	36,785 70
Amount received for fees on Swiss international money-orders issued.....	4,591 50
Amount received for fees on Italian international money-orders issued.....	6,579 60
Amount received for fees on French international money-orders issued.....	1,815 45
Amount received for fees on Jamaica international money-orders issued.....	16 65
Amount received for fees on New Zealand international money-orders issued.....	27 80
Amount received for fees on New South Wales international money-orders issued.....	36 75
Amount received for fees on Victoria international money-orders issued.....	19 95
Total fees.....	1,199,354 80
Amount received for premiums, &c.....	828 07
Amount received for deposits.....	90,339,829 68
Amount received for drafts.....	10,823,200 96
Amount transferred from postage fund.....	905,707 61
Amount overpaid by postmasters.....	9,990 70
Total receipts.....	229,019,139 46

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$112,605,295 84
Amount of Canadian international money-orders paid..	785,326 01
Amount of British international money-orders paid..	407,766 93
Amount of German international money-orders paid..	1,047,940 77

Amount of Swiss international money-orders paid...	\$113,292 05
Amount of Italian international money-orders paid..	19,616 87
Amount of French international money-orders paid..	57,352 79
Amount of Jamaica international money-orders paid.	8,284 13
Amount of New Zealand international money-orders paid .....	9,202 47
Amount of New South Wales international money-orders paid.....	2,077 05
Amount of Victoria international money-orders paid.	2,603 72
<b>Total paid.....</b>	<b>115,058,758 63</b>
Amount of domestic money-orders repaid. \$783,006 06	
Amount of Canadian international money-orders repaid.....	4,296 73
Amount of British international money-orders repaid.....	5,479 96
Amount of German international money-orders repaid.....	10,421 15
Amount of Swiss international money-orders repaid .....	859 25
Amount of Italian international money-orders repaid.....	715 98
Amount of French international money-orders repaid.....	745 10
Amount of Jamaica international money-orders repaid.....	
Amount of New Zealand international money-orders repaid.....	
Amount of New South Wales international money-orders repaid.....	
Amount of Victoria international money-orders repaid.....	
<b>Total repaid.....</b>	<b>805,524 23</b>
Amount transferred to postage fund.....	752,204 88
Amount deposited at first-class offices.....	105,684,110 64
Amount paid for incidental expenses .....	125,371 24
Amount paid for commissions and clerk-hire .....	694,709 62
Miscellaneous items .....	10,424 65
Amount of drafts drawn on and paid by the Assistant United States Treasurer at New York, N. Y.....	1,753,430 95
Balance in the hands of the Assistant United States Treasurer at New York, N. Y., June 30, 1882 .....	2,623,055 41
Balance in the hands of postmasters June 30, 1882...	1,511,549 21
<b>Total disbursements.....</b>	<b>\$229,019,139 46</b>

**No. 13.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1882.**

Amount received for fees on issued orders .....	\$1,053,710 55
Amount received for premiums, &c.....	828 07
	<b>1,054,538 62</b>
Amount allowed postmasters for commissions and clerk-hire .....	\$652,399 06
Lost remittances.....	1,105 00
Bad debts.....	33,083 52
Incidental expenses .....	87,609 87
Net revenue .....	280,341 17
	<b>1,054,538 62</b>

No. 14.—Statement showing the revenue which accrued on international money-order transactions for the fiscal year ended June 30, 1881.

## CANADIAN.

Amount received for fees on issued orders .....		\$14,058 65
Amount allowed postmasters:		
For commissions and clerk-hire .....	\$5,153 47	
For incidental expenses .....	101 70	
Excess of commissions paid Canada .....	1,027 17	
Net revenue .....	7,776 31	
		<u>14,058 65</u>

## BRITISH.

Amount received for fees on issued orders .....		\$58,225 10
Gain in exchange .....		10,866 93
		<u>69,122 03</u>
Amount allowed postmasters:		
For commissions and clerk-hire .....	\$14,949 14	
For incidental expenses .....	140 84	
Excess of commissions paid Great Britain .....	12,365 26	
Net revenue .....	41,666 79	
		<u>69,122 03</u>

## GERMAN.

Amount received for fees on issued orders .....		\$24,904 60
Gain in exchange .....		12,250 44
		<u>37,155 04</u>
Amount allowed postmasters:		
For commissions and clerk-hire .....	\$14,174 64	
For incidental expenses .....	179 43	
Excess of commissions paid Germany .....	3,892 87	
Net revenue .....	18,908 10	
		<u>37,155 04</u>

## SWISS.

Amount received for fees on issued orders .....		\$4,106 90
Gain in exchange .....		337 34
		<u>4,444 24</u>
Amount allowed postmasters:		
For commissions and clerk-hire .....	\$1,646 70	
For incidental expenses .....	16 57	
Excess of commissions paid Switzerland .....	338 64	
Net revenue .....	2,442 33	
		<u>4,444 24</u>

## ITALIAN.

Amount received for fees on issued orders .....		\$4,497 94
Gain in exchange .....		6,875 57
		<u>11,373 47</u>
Amount allowed postmasters:		
For commissions and clerk-hire .....	\$1,098 70	
For incidental expenses .....	19 42	
Excess of commissions paid Italy .....	1,786 10	
Net revenue .....	8,469 25	
		<u>11,373 47</u>

## FRENCH.

Amount received for fees on issued orders .....		\$1,333 30
Gain in exchange .....		914 27
		<u>2,247 57</u>
Amount allowed postmasters:		
For commissions and clerk-hire .....	\$347 64	
For incidental expenses .....	11 46	
Excess of commissions paid France .....	225 07	
Net revenue .....	1,163 40	
		<u>2,247 57</u>

No. 15.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1882.

Amount transferred from postage to money-order account.....		\$905,707 61
Amount transferred from money-order to postage account.....	\$752,204 33	
Less balance due postage account from June 30, 1881 (transferred September 23, 1881).....	464,505 07	
	<hr/>	
	287,699 81	
Balance due postage account June 30, 1882 (transferred September 27, 1882) .....	618,007 80	
	<hr/>	
		905,707 61

No. 16.—Statement of assets and liabilities June 30, 1882.

ASSETS.

Balance in the hands of Assistant Treasurer at New York June 30, 1882.	\$2,623,055 41
Balance in the hands of postmasters June 30, 1882 .....	1,511,549 21
	<hr/>
	4,134,604 62

LIABILITIES.

Revenue on domestic money-order account.....	\$280,341 17
Revenue on international money-order account.....	80,426 18
Amount due postage account.....	618,007 80
Unpaid domestic and international money-orders and balances of unadjusted international accounts.....	3,155,829 47
	<hr/>
	4,134,604 62

No. 17.—Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1882.

Steamship lines.	Great Britain.		Germany.		France.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
Cunard .....	15,609,824	63,597,208	5,590,074	13,681,611	672,676	1,257,227
White Star .....	20,206,418	92,723,582	2,115,523	3,310,492	2,447,477	10,278,933
Liverpool and Great Western Steam Company .....	20,615,780	89,807,477	11,155,924	36,467,152	2,395,046	13,573,125
Hamburg-American Packet Company .....	3,145,491	15,893,834	9,349,730	32,987,050	1,336,381	8,079,583
North German Lloyd of Bremen .....	3,452,238	15,326,896	16,311,319	61,776,064	679,701	1,868,881
Inman .....	13,755,109	65,384,819	1,353,896	2,043,300	1,632,054	7,570,433
Anchor .....	2,213,383	12,675,242	199,665	472,930	85,588	716,183
Canadian .....	196,022	2,298,584				
American Steamship Company .....	831,482	5,542,244				
Red Star .....						
French .....					1,850,678	8,890,517
Netherlands Steam Navigation Company .....						
Total .....	80,115,747	363,249,886	46,076,131	150,738,599	11,108,601	52,234,902
Increase compared with last fiscal year.....	9,437,981	59,063,531	7,937,117	21,281,600	986,364	5,931,318

No. 17.—*Weight of letters, newspapers, &c.*—Continued.

Steamship lines.	Italy.		Belgium.		Denmark.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	955, 390	3, 850, 887	228, 884	820, 832	239, 280	321, 342
White Star .....	1, 212, 197	7, 197, 311	364, 516	1, 585, 494	3, 790	4, 080
Liverpool and Great West- ern Steam Company .....	1, 435, 462	5, 778, 294	284, 182	1, 304, 582	678, 795	1, 232, 838
Hamburg-American Packet Company .....	212, 201	1, 191, 686	44, 722	263, 075	486, 055	902, 103
North German Lloyd of Bremen .....	286, 460	1, 412, 096	72, 610	302, 901	1, 004, 110	1, 347, 160
Inman .....	921, 118	5, 186, 591	242, 478	1, 142, 889	13, 050	28, 070
Anchor .....	62, 520	351, 040	11, 005	92, 573	34, 840	89, 440
Canadian American Steamship Com- pany .....						
Red Star .....			7, 100	13, 152		
French Netherlands Steam Naviga- tion Company .....						
Total .....	5, 085, 348	24, 976, 905	1, 253, 497	5, 525, 498	2, 459, 920	3, 925, 033
Increase compared with last fiscal year .....	1, 315, 338	3, 444, 085	95, 766	417, 347	685, 490	339, 533

Steamship lines.	Netherlands.		Switzerland.		Spain.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	462, 336	894, 974	553, 604	1, 897, 452	214, 258	1, 149, 497
White Star .....	698, 408	2, 276, 759	881, 166	4, 067, 892	318, 819	2, 389, 060
Liverpool and Great West- ern Steam Company .....	543, 724	1, 513, 403	818, 055	4, 326, 907	262, 592	1, 806, 182
Hamburg-American Packet Company .....	96, 370	320, 713	133, 209	759, 256	50, 508	374, 316
North German Lloyd of Bremen .....	141, 695	391, 898	161, 995	715, 538	55, 530	361, 010
Inman .....	428, 573	1, 586, 890	572, 475	2, 937, 923	220, 852	1, 641, 960
Anchor .....	22, 300	92, 840	36, 900	186, 840	9, 000	97, 000
Canadian American Steamship Com- pany .....						
Red Star .....						
French Netherlands Steam Naviga- tion Company .....	2, 030					
Total .....	2, 395, 436	7, 077, 477	3, 157, 404	14, 891, 808	1, 131, 559	7, 819, 045
Increase compared with last fiscal year .....	317, 096	1, 243, 657	417, 864	2, 648, 428	74, 019	1, 089, 505

No. 17.—Weight of letters, newspapers, &c.—Continued.

Steamship lines.	Portugal.		Sweden.		Norway.	
	Letters.	Papers, &c.	Letters.	Papers, &c.	Letters.	Papers, &c.
	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
Cunard .....	21, 775	15, 580	1, 018, 890	1, 301, 844	461, 415	674, 072
White Star .....	33, 064	71, 529	22, 620	14, 940	119, 090	117, 560
Liverpool and Great West- ern Steam Company .....	47, 766	39, 276	2, 940, 135	6, 725, 024	1, 573, 040	2, 911, 590
Hamburg-American Packet Company .....	7, 200	11, 420	2, 371, 210	3, 490, 880	1, 135, 700	1, 846, 491
North German Lloyd of Bremen .....	5, 798	5, 835	3, 852, 330	8, 057, 563	2, 082, 075	3, 219, 933
Inman .....	22, 970	52, 405	60, 970	180, 740	87, 850	169, 560
Anchor .....	360	420	185, 940	574, 040	38, 470	52, 090
Canadian .....						
American Steamship Com- pany .....						
Red Star .....						
French .....						
Netherlands Steam Naviga- tion Company .....						
Total .....	138, 933	196, 465	10, 452, 055	20, 345, 031	5, 497, 640	8, 991, 296
Increase compared with last fiscal year .....			3, 072, 805	9, 163, 071	1, 545, 250	3, 671, 706

Steamship lines.	Austria.		Turkey.	
	Letters.	Papers, &c.	Letters.	Papers, &c.
	Grams.	Grams.	Grams.	Grams.
Cunard .....	286, 860	641, 783	58, 770	703, 970
White Star .....	63, 835	93, 904	77, 065	1, 169, 344
Liverpool and Great Western Steam Company .....	616, 275	1, 672, 497	73, 090	883, 756
Hamburg-American Packet Company .....	437, 710	1, 194, 940	13, 785	223, 374
North German Lloyd of Bremen .....	830, 629	2, 586, 937	16, 850	227, 740
Inman .....	54, 490	122, 454	52, 560	849, 890
Anchor .....	41, 000	187, 440	3, 130	63, 220
Canadian .....				
American Steamship Company .....				
Red Star .....				
French .....				
Netherlands Steam Navigation Company .....				
Total .....	2, 330, 799	6, 490, 955	295, 250	4, 121, 294
Increase compared with last fiscal year .....			250, 850	3, 495, 014

RECAPITULATION.

Countries.	Letters.	Papers, &c.
	Grams.	Grams.
Great Britain .....	80, 115, 747	363, 249, 886
Germany .....	46, 076, 131	150, 738, 599
France .....	11, 108, 601	52, 234, 902
Italy .....	5, 085, 348	24, 976, 905
Belgium .....	1, 253, 497	5, 525, 498
Denmark .....	2, 459, 920	3, 925, 033
Netherlands .....	2, 395, 436	7, 077, 477
Switzerland .....	3, 157, 404	14, 891, 808
Spain .....	1, 131, 559	7, 819, 045
Portugal .....	138, 933	196, 465
Sweden .....	10, 452, 055	20, 345, 031
Norway .....	5, 497, 640	8, 991, 296
Austria .....	2, 330, 799	6, 499, 955
Turkey .....	295, 250	4, 121, 294
Total .....	171, 498, 320	670, 593, 194
Increase compared with last fiscal year .....	28, 615, 552	118, 484, 341

No. 18.—*Weight of letters, newspapers, &c., sent from the United States to countries and colonies (other than European) of the Universal Postal Union during the fiscal year ended June 30, 1882.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba and Porto Rico .....	4, 778, 161	27, 299, 796
Mexico .....	2, 698, 199	27, 177, 273
United States of Colombia .....	1, 138, 280	10, 865, 319
Japan .....	1, 006, 935	12, 452, 520
Hong-Kong .....	746, 485	3, 095, 860
Brazil .....	744, 443	6, 578, 818
Sandwich Islands .....	588, 655	6, 608, 390
Shanghai .....	507, 725	4, 740, 150
Jamaica .....	428, 525	3, 293, 360
Bermuda .....	400, 690	2, 817, 600
Chili .....	311, 340	4, 595, 375
Peru .....	308, 590	5, 406, 303
Newfoundland .....	303, 266	3, 032, 636
Hayti .....	302, 960	3, 873, 500
St. Thomas .....	271, 506	3, 161, 050
Venezuela .....	258, 330	1, 702, 900
Honduras .....	196, 900	1, 724, 393
Curacao .....	178, 170	734, 034
Trinidad .....	154, 460	1, 051, 070
Salvador .....	154, 430	1, 458, 469
Bahamas .....	154, 192	1, 434, 947
Ecuador .....	154, 045	1, 247, 550
Guatemala .....	149, 125	2, 292, 445
Argentine Republic .....	129, 326	1, 517, 288
Saint Domingo .....	86, 480	1, 071, 260
Uruguay .....	61, 278	466, 352
Windward Islands .....	59, 680	604, 180
Manila .....	42, 255	108, 670
Turk's Island .....	34, 965	327, 900
St. Pierre and Miquelon .....	31, 010	294, 725
Nicaragua .....	14, 965	174, 930
Martinique and Guadeloupe .....	17, 870	119, 734
Singapore .....	9, 910	104, 250
Java .....	5, 830	21, 450
New Caledonia .....	4, 215	68, 670
Saigon .....	1, 695	7, 170
Paraguay .....	365	2, 620
Total .....	16, 430, 256	141, 032, 957
Increase compared with last fiscal year .....	4, 660, 080	53, 402, 387

No. 19.—*Number of letters exchanged between the United States and non-postal union countries during the fiscal year ended June 30, 1882.*

Countries.	Received.	Sent.
	<i>Letters.</i>	<i>Letters.</i>
Shanghai, China .....	21, 397	48, 150
Panama, Central America, &c .....	40, 744	23, 216
New Zealand, Australia, &c .....	9, 718	.....
Guatemala .....	1, 804	.....
British Columbia .....	.....	17, 271
Nova Scotia .....	.....	6, 532
Total .....	73, 663	95, 169
Decrease compared with last fiscal year .....	147, 388	338, 996

All of which is respectfully submitted.

Hon. T. O. HOWE,  
Postmaster-General.

J. H. ELA,  
Auditor.

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